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American Railroad Journal.

New York Saturday, September 3, 1870.

Chicago, Danville and Vincennes Railroad We are glad to inform our readers of the continued progress of this legitimate and very promising enterprise. It now runs to Momence, 53 miles from Chicago, on the Kankakee River; over which stream a substantial bridge 900 feet long, resting on stone piers, has just been completed, Beyond Momence, the grading is done to St. Ann's, 10 miles; and it will be ready for the iron to Watseka (crossing of Tol., Peoria and W. R.) in 30 days; and to Milford, 11 miles further, in 60 days. Shipments of iron for this extension are now being made from both New York and Pittsburg.

The road is building for service in the hands of its owners, and not for speculative sale. It will be one of the most substantial and best finished roads, not only in the West, but in this country. Cuts, embankments and drainage have received very special attention; the bed is most carefully prepared, and a heavy rail is laid on ties 3,000 to the mile. Particular attention has been given to the grades,-in anticipation, especially, of a heavy coal traffic; and the maximum has been six hundred and thirty-one miles of railroad in fixed at 20 feet to the mile.

It will open to Chicago an old-settled variously that time these works began to increase. Private the country.

MR. FREDERIC ALGAR, No. 8 Clements productive country, whose fertility and beauty one would seek long to match even in the Valley of the Missouri

Mining Engines.

Messrs, M. BAIRD & Co., of the "Baldwin Locomotive Works," Philadelphia, have built during the present year a number of small locomotives for use in mines, hauling away cinder, &c. The engines referred to are miniature locomotives, adapted to narrow gauges of 21/2, 3, or 31/2 feet. The Thomas Iron Works, Hokendauqua, the Le high Crane Iron Works, Catasaqua, and the Glendor Iron Works, Easton, are each now working two of these machines for hauling away einder from their furnaces. At the former establishment the two engines do the work which formerly required thirty mules. The economy of their use is therefore manifest. For out of door work, the little engines are built with outside cylinders, 9 inches in diameter and 12 inches stroke; the driving wheels are 30 inches in diameter. mining purposes the cylinders are placed inside, the extreme width is reduced to about 5 feet and the extreme height to 5 feet 4 inches. When running in the heading of a mine it is intended that coke shall be used as a fuel so that little or ne smoke or gas will be produced. These engines in complete working order, with tank of water on boiler and a man on the footboard, will weigh only from six to eight gross tons.

Railroads in Russias

The Government of Russia is turning its vast advantages and power to the increase of railroad communication between various parts of the Empire to an extent which is remarkable. In 1838 the first railroad was laid down in Russia, from St. Petersburg to Tsarskal Selo, a distance of forty-five miles. Nothing was done after that until 1845, when thirteen miles were laid upon a railroad from St. Petersburg to Moscow. It was not completed to its full extent of four hundred miles until 1851. The Crimean war found Russia with very miserable means of communication between different parts of the Empire, and after that contest was over, the Government awakened. to the fact that railroads were matters of military necessity. Up to the end of 1853 there were but the whole of the Russian Possessions, but after

companies were encouraged to establish them, and the Government did not hesitate to lay them down between such points as were considered important for stragetic purposes. 1870, there were 4.981 miles of railroad in Russis, and by the end of the present year it is believed that nearly three thousand more will be added. Two thousand two hundred and twenty miles are under contract in addition, and will probably be finished by January, 1872—so that, at that time there will be quite ten thousand miles of Russian railway in operation.

These roads are laid down with a wise discrimination, resulting from a thorough study of the geographical characteristics of the Russian Empire, and opening from St. Petersburg and Moscow the means of penetration into remote districts to Finland, to the Black Sea, to Poland, the Caspian Sea, to Astracan and toward the Crimes. These railways stretch their arms to the Baltie toward China, the Sea of Azof to the rivers Pon and Algar. There are branches even into Siberia. The exile who was once carried by long, fatigueing and dangerous journey, in which there was much suffering, may be now whisked by the locomotive and find himself in his new home after somewhat of a comfortable journey. The greater portion of the railroad enterprises in Russia have been accomplished within eight years, and the activity which has followed a long season of inaction and apathy upon these subjects is truly remarka-ble. With the same energy and power five years will only be necessary to make Russia in her means of accommodation to travelers, the first railway nation in Europe.

Port Jefferson Branch Railroad.

It is said that the long-contemplated extension of the Long Island railroad from Northport to Port Jefferson has been assured-\$100,000 having been subscribed by the people along the line, and the Long Island railroad company having agreed to guarantee the payment of \$100,000 of the bonds of the company. It is believed by the friends of the enterprise that the road can be built for this amount. The only matter which delays the commercement of the undertaking is the final completion of the lease to the Long Island Railroad. Mr. Charlick demands that the road shall guarantee a certain amount per mile for each and every mile a train is run, in which event, he says, he will run as many trains as they wish. The importance of this connection cannot be over-estimated. At present ship-building is thriving in Port Jefferson harbor, probably the only place in which this branch is prosperous in

The earnings of this road for the years ending April 80, 1869 and 1870, were as follows:

From passengers	4,758,864	29	1870. \$1,718,323 4,514,629	24
miscentaneous.	\$6.812.809	-	388,820	_

				_
\$6,	812,809	18	\$6,621,773	12
Expenses, viz:	= eld la		martori	3
Repairs of track	709,748	.97	\$864,371	88
" bridges	. 37,048		74,595	72
" buildings	118,317	76	75,077	90
fepces	24 001	89	10,177	23
" docks	8,445	26	2,150	93
10 locomotives	407 112	15	427,440	51
cars	445,498	80	458,100	85
boats			7,972	77
Loss and damage	88.656	45	44,485	
Fuel consumed	316,070	27	368,528	
Stationery	87,848		44,218	85
Oil and waste	74,011		77,417	20
Foreign agencies	29.279	07	34,399	05
	214.236	45	258,430	74
Engine "	296,552	00	337,248	88
Station "	833,072	38	375 332	69
Water "	57,277	27	38,543	90
Operating & maintain-			1 31120-192	
ing Burlingt'n bridge	5,452	43	9,310	54
Ferriage at New Bos-	1 20/3	112	SESTING OF	
ton and Quincy	22,157	18	12,111	66
General expenses	217,028		284,689	
		_		10

\$3,390,111 19 \$3,754,555 36 Earnings less exp...\$3,422,697 99 Add balance April 30, 1869..... \$2,867,217 76 500.252 23

\$3,367,469 99

- 2.470,807 02

From which deduct-				
Rent of tracks	\$14,114	00		
Interest on bonds	844,892	09		
Interest and exchange	12,296	33		
Interest on Peoria and				
Hannibal R.R. bonds.	47,040	00		
Interest on American	110000			
Central R. R. bonds	67,060	00		
Interest on Keokuk and	00 mm			
St. Paul R. R. bonds.	87,260	00		
Taxes, State & county	190,275	22		
Transfer office expense.	1,000	00		
National taxes, manu-	m to the			
factures & earnings	44,937	81		
Dividend August, 1869.	691,290	00	n ATT	
Feb., 1870	829,500	00		
National tax on divi-	VIII NO.			
dends	80,041	57		
101 C. B. & Q. 8 per ct.	4			
bonds purchased for				
sinking fund	111.100	00	100	

Leaving balance to credit of income account April 80, 1870 \$896,662 97

The gross earnings of the railroad for the year have been \$6,621,778 12; and the operating ex penses for the same period, including taxes, rent of tracks, and cost of transfers, have been \$4,-017,178 72-leaving applicable to interest and dividends the sum of \$2,604,594 40. The amount paid for dividends, and taxes on the same, during the year has been \$1,600,831 57; for interest on bonds, 8496,252 09; bonds purchased for sinking fund, \$111,100-leaving a balance of \$396,410 74; to which add balance from previous year of \$500,-252 28, making the total amount to credit of income account at the close of the year \$896,662 97, exclusive of amount paid into the sinking fund, which at this time is \$1,147,861 18. The President in his report says:

It will be seen that, while the earnings have been less in amount, the expenses have been con-

Chicago, Burlington and Quincy Railroad. | clusive of taxes, 60.27 per cent. of gross earn-

ings, while last year they were 53.58.

This increase in the proportion of the operating expenses has been partly owing to the diminished revenue, while the expenses could not be reduced in proportion; and partly, because there have been additional roads brought into use where the business, not being fully developed, and comparstively light, the ratio of expenses upon them has been greater in proportion to the business than elsewhere. The reduction of prices, for both passenger and freight business, has also, in some measure, affected the ratio of the expenses, as compared with the gross earnings.

There was in operation, including branches be-longing to the Company, at the date of last year's report, 4771 miles of road. To this has been added, during the year, 1253/4 miles.

The property of the Company now consists of

The Main Stem or Trunk to Gales	-	
burg of	. 165 mil	е
The Continuation to Quincy		
" Burlington	. 42 "	
The branch from Buda directly		
south to Rushville		
From Galesburg to Peoria	. 53 "	
" Burlington to Keokuk		
" Burlington to Carthage	. 30 "	
" Galva to New Boston		ś
" Aurora to Turner Junction		
old line		6

Of these, the continuation to Quincy, and that to Burlington connect with main trunk lines across Missouri and Iowa, the one to Kansas, and there connecting with its system of roads, and the other with Omaha and the Union Pacific, and may themselves appropriately be called trunk, or main lines. The average length of road in operation the past, as compared with the year before, has been 532 against 4091, or 1221 miles greater.

The gross earnings, therefore, have fallen off more than the statement in figures would indicate, because the extent of territory drained by the road has been greater than at any time before. The chief causes of this diminished revenue has been the loss of the corn crop last year almost entirely, and, to a considerable extent, also the two years before. Corn is the great staple of the State. A failure in its yield affects the business of the railroad in many indirect ways, as well as directly. It diminishes the number of cattle and hogs exported, and the quantity of lumber and merchandise imported into the country. The great amount of the falling off in this crop will be best seen by comparing the business of the road in its transportation for several successive years. The amount carried to Chicago over the road in 1867 was 460,081,097 pounds; in 1868 it was 284,981,687; it 1869 it was 270.536,621; in the past year it has been 201,582,717, much less than half the amount of 1867; and 85,000,000 less than in 1868; and about 70,000,000 less than it was last year, or, in other words, about 3,500 carloads less than last year, and upwards of 12,000 car loads less than in 1867. Corn is mainly transported during the next year after its production, and furnishes business for the whole of the year. The large business of the year 1867 was from the yield of 1866. The crop of 1867, which furnished our business for 1868, and also that of 1868, were greatly injured by the frosts. The excessive rains of last year almost entirely destroyed the yield of the year. The business of this spring and the past winter have, therefore, been very light in this article, and will continue so during this season. Since the first opening of the road, it is believed that there has been no year in which the production of this great staple has been so

The business in cattle and hogs has been more nearly up to that of the past years, though the number of hogs transported has been 40,000 less than last year. That this part of our business has been so well maintained, however, has been been less in amount, the expenses have been con- owing to the extensions of territory tributary to ny. That portion of the road formerly styled the siderably larger, being, during the past year, in- our road, not only in Illinois, but in Iowa and American Central, between Galva, and our main

Kansas. Being of more condensed value, the can be taken from greater distances. All local business has, of course, been effected by the loss of the great staple, which also, in itself, is the largest item of purely local traffic. The extension of the roads in Kansas, Iowa and Missouri has enlarged the markets for lumber, the quantities of which transported from Chicago have steadily increased, which, also, may be said of the through business in general. The revenue from it, how-ever, has by no means been in comparison with the increase in the amount of the business. There are three rival roads from Chicago to western Iowa and Nebraska, and three, also, to Kansas across Illinois and Missouri. All business done between Chicago and those great sections of country, is carried on with great competition, and with consequent reduction of prices, and with comparatively small profits.

It will be seen, therefore, that the local traffic of the road has fallen off for the reasons above stated, while the long and less valuable business has considerably increased-the aggregate of both being not greatly less than that of the year before—yet the aggregate profits have been largely diminished. With the usual average crops, it is believed we might reasonably have expected our large annual increase of business, and with the enlarged area for local traffic which the read now commands through its brauches, there seems to be no reason to apprehend that the annual increase may not correspond with the increased extent of country reached by it.

The passenger business of the Company has been largely in excess of that of 1868-9, the prior year. The revenues from it have been in excess only \$59,014.77, the fares having been considerably reduced below the average of the for-mer year. The whole net earnings for the year, mer year. The whole net earnings for the year, from both freight and passenger business, above all operating expenses and interest, and the amount paid for bonds for Sinking Fund and cancelled, has been about fifteen per cent. on the

average capital of the year.

It is known to all Stockholders, that since the war, and with the ease with which capital has been, and still is, obtained for the construction of Railroads, and especially with the stimulus of county and township aid, generally given as a bonus, several new roads have been projected in the sections adjacent to and occupied by the road of this Company. Indeed, there is now no considerable section of country unoccupied by a railroad which will consent to remain without one. It has been, and still is, a question of great importance whether we should aid such as might be made tributaries, and control and make them friendly allies, or withhold the aid requisite to accomplish this, and allow these new enterprises to seek other connections and become the allies of rival roads for business. Not so far as would have been judicious and wise, but so far as at the time when the opportunity arose it was deemed expedient to do so, we have adopted the policy of rendering the needed assistance, and acquired the roads aided as allies and friends, or as the property of the Company. In one or two cases, it has erred in withholding aid. In the several cases where it has been given, though for a time it has involved large expenditures, it is fully believed that the Company will receive much direct benefit, while, at the same time, it has warded off much of impending future difficulty and injury to its business. Indeed, to two of the roads where such aid was given, and which were the occasion of the largest expenditure and embarrassment, it has been greatly indebted for its subsequent success and prosperity. All these enterprises to which it has for three years past been giving aid, are now completed, and though one or two of them, at the close of the fiscal year, can hardly be said to have been open for business, still they ail begin to show good results.

The Lewiston Branch, from Yates City to Lew iston, long since fully paid for itself in the business which it brought to the road of this Compatrunk, and New Boston, on the Mississippi, was next opened, a distance of fifty miles, about eight months since. It has since added to the revenues of this Company \$184,009.68, with a disastrous year, as it may be styled, for business. That from Burlington to Keokuk has been open about six months, and has added to our gross revenues \$69,966.26. The Peoria and Hannibal, which is the extension of the Lewiston Branch to Rushville, about thirty miles, and which has been open about the same time, has produced \$79,876.

The Dixon, Peoria and Hannibal, so called which is about forty-four miles long, is properly an extension of the Lewiston and Rushville Branch, northward, till it strikes the main trunk at Buda, is not quite ready for use, but is doing considerable business. This branch from Buda to Rushville constitutes a direct line running south from Buda one hundred miles, all the business of which will pass over the main line to Chicago, about one hundred and twenty miles, and will, for a local traffic, be quite as important as the same distance on the main line, and constitutes the shortest possible line from the country through which it runs to Chicago. The Carthage and Burlington Road, though its main line has been some time laid, yet was received by this Company without side-tracks or stations, and not in a condition for business. It can, therefore, hardly be said to have been opened up to the close of the fiscal year. These things have now been to a great degree remedied, and we may reasonably expect a fair contribution from that road in the future. Its traffic will pass two hundred and forty miles over our main line to Chicago. It is quite possible that the expectations which have been formed of business from some of the auxiliary roads may not be fully realized, but from the erience thus far of their business, and the repidity with which it increases upon those which have been longest in use, it is the full conviction of the Board that all the money expended upon them has not only been safely expended, but in nearly all of the cases it has been a necessity as well as a profitable investment. They are all substantially complete, without need of any further considerable expenditure.

There has been laid, during the year, of side

and double track, thirteen and a half miles, and for the distance of eighty-two miles, between Chicago and Mendota, considerably more than one-half is double track. The whole track of the lines between Chicago, Quincy and Burlington, and most of the branches, are in excellent order, generally fully ballasted, and all the appointments of the road are in better condition than at any

former period.

There are about six miles of steel rail in our tracks. When we first began the use of this rail as an experiment, there were found a number of rails so brittle that quite a number broke, and in hne or two instances a rail was known to have broken into three pieces by the passage of a train. In the Annual Report of that year it was stated that the experiment had not answered the expectations formed from it. Since the first year, however, no breakings have occurred, and it has become apparent that steel rails are a success. At some points on the road, where the wear of the rail is very great, the steel is apparently as perfect as when it was placed in the track, while fifteen iron rails, exposed to the same wear have been worn out and removed. Since the first breakages, when the rails were first placed in the track, this is the uniform result of our experience thus far. It has been enough to prove that economy will require the replacing of the iron with the steel

rail, as fast as may be practicable.

Our traffic with both the Hannibal and the Burlington and Missouri is steadily increasing. The latter has been but recently opened, and its business is not developed, but there is no doubt but that it will become a very valuable auxiliary to our business. Our interchange of business with it the past year has been worth to us, in gross earnings, \$431,197.17. The traffic with the Hannibal and St. Jo. has been worth to us, in gross earnings, in the same time, \$1,087,018.97.

The rapid development of Kansas and Nebraska, which States are now being intersected by railroads in every direction, the striking improvement in Missouri, and the opening of all Western Iowa by railways, and the settlement and progress of the Territories further west, indicate, not only a continued, but a still more rapid increase of business on the roads west of the Mississippi than has been the case in the past. The completion of the Kansas Pacific to Denver, now certain at an early day, as well as a connection with the Union Pacific, will give a strong impetus to business over the whole line of road from Chicago to Kansas City, as well as to Omaha. With bridges over the great rivers in that direction, and an unbroken and easy connection between all the roads, and free from the annoyance and great expense of transfer by ferries on such a river as the Missouri, the ronte by Quincy will, however, have great advantages in the contest for the command of busi-

In the report of last year, a very full statement was given of the expenditures which had then been made, not only upon the branch roads mentioned upon the Burlington bridge and the grounds. west of the Mississippi, at that point, but also in the improvements and double track along our lines. These expenditures were not then at an end, as

they now substantially are.

There has been issued and sold to Stockholders at par, during the year, to meet all these extraor

dinary expenditures:

Stock to the amount of\$ 2,764,400 The Capital Stock of the Company now stands at The debt of the Company for which 16.590,210

4,649,750

bonds and scrip are outstanding, There remains uncalled for, also, under

the decree of the Court foreclosing the mortgage on the Northern Cross-road, now the road from

main; in the treasury of the Company, subject to

the order of the Court.

In addition to this are the indirect liabilities of the Company, being the amount of bonds issued by the various Companies whose lines, or parts of whose lines, this Company has aided to construct as above stated, and which have generally, by lease or otherwise, become substantially the property of this Company, and all of which portions of road so built are tributary roads directly furnishing business to our main trunk road to Chica-

These bonds are secured by mortgages made by the Companies upon the portion of the roads leased to our Company, and are liable to be redeemed from the net earnings of the business added by those roads to the general business of our road.

These bonds are eight per cent. bonds, and issued at different times, and amount in the gross, upon all the branch roads, to \$3,800,000.

The business, or net profits to this Company from the business furnished to it by those roads, will, it is believed, in six or eight years, absorb those bonds entirely, leaving the lateral roads the property of this Company at only the cost of the money which it has advanced to aid in their com-

The habit, which has become general in the country, of aiding in the construction of railroads by county or town subscription to stock, or in the way of donation, has stimulated the construction of railways to a great extent. It has become s system of speculation by parties who are engaged in the business, and is leading to the building of many roads which will in themselves be unprofitable, while with the amount supplied by the pub lic as a bonus or as stock, the contracting specu lators may make money from the construction.

These roads thus built will, in many instances yield but little reverue, while also, in many cases, they will affect the values of existing railway pro-perty. At no time in the history of railways in

this country, it is believed, has there been so great an excitement upon this subject, or so universal disposition to invest money in enterprises of this nature. It would be extraordinary if a revulsion did not follow.

The territory through which our lines run is not exempt from this fever, and, to some extent, the revenues of the Company will, in the future, be doubtless affected by it.

On looking over the whole ground, however, the Board sees no good reason to suppose that the property of the Company will not, in the future, continue as valuable as in the past.

The company have 158 locomotives, 70 passenger, 35 baggage, mail and express, 1 pay, 2,169 freight and stock, 700 platform and coal, 69 drovers', and conductors' 40 gravel, 3 tool, 1 pile driving, 158 rubble, 181 hand and 2 wrecking

Number of miles run by locomotives on passenger trains, 1,025,555; on freight trains, 1,506,606; on miscellaneous trains, 1,189,184-total, 8,671,-295. Average cost per mile for repairs, 11.11; for oil and waste, 0.84; for fuel, 9.37-average cost per mile run, 21.32. Miles run to pint of oil, 15.74; to cord of wood, 53.12; to ton of coal, 48.47. Average cost per mile for engineers, firemen and wipers, 7.83 Wood is rated at \$6 per cord; coal at \$4 per ton.

The number of passengers carried during the year was 1,268,493; of these 71,474 were through, and 1,197,019 way. Of the through passengers, 43,052 went west, and 28,422 east. Of the way passengers, 626,299 went west, and 570,720 east. Total carried west, 669,351; do. east, 599,142. Total mileage of passengers, 52,555,582; average do., 44.43. Earnings per passenger per mile,

The whole tonnage moved over the entire line during the year, exclusive of Illinois Central business, was 1,052,754 tons; of which 486,178 tons were moved westward, 839,651 eastward and 276,-925 to local points. Number of tons hauled one mile, 147,409,207. Average earnings per ton per mile, 2.77 cents. Illinois Central tonnage moved,

481,985; do. moved one mile, 40,486,740. GENERAL ACCOUNT, APRIL 80, 1870. Capital stock \$16,590,210 00 Funded debt, (\$4,649.750) viz: Trust mortgage convertible sinking fund 8 per cent, bonds 150,000 00 Crust mortgage inconvertible sink-1,876.000 00 ing fund 8 per cent. bonds. Trust mortgage 7 per cent, bonds. Second mortgage bonds issued on 400.000 00 account of Northern Cross road, payable at Frankfort-on-the Main, interest at 4½ per cent. to July 1, 1875. and at 4 per cent, from July 1, 1875, to July 1, 1890. B. & Q. scrip of 13 semi-annual installments of \$21,750 941,000 00 installments of \$21,750 each, payable July and January at Frank fort on-the Main, issued on account of N. C. R. R. 282,750 00 mount due under decree of Court foreclosing the mort. on the N.C. R. R., not yet called for by the

\$1,958 00 Unclaimed dividends... Unpaid accounts and pay rolls. 120,228 57 Due agents and con-necting roads...... 117,675 40 Bills payable...... 500,000 00

bondholders, and therefore re-tained by order of the Court

Sinking fund ... Balance to credit of income ac't ... 739,881 97 1,147,861 18 896,662 97

miles della

270,000 00

			į
Construction	16 429,840	07	ĺ
Egninment	4,246,222	35	i
Due on Northern Cross Railroad	270,000	00	i
American Central Railway Con-	Philipson of	1997	ı
struction account paid by this		-137	ľ
company ,\$406,203 99			l
Estension Lewistown		374	l
Branch Railroad, do. 287,028 98	ORTHOR MITS		ı
Keokuk and St. Paul			ŀ
Railroad, do 251,060 40			l
Carthage and Burling-			l
ton Bailroad, do 64,511 01			ľ
Burlington & Missouri			l
R. R. R. stock bonds. 496,966 27			l
Burl'gt'n depot grounds			l
and accretion 298,584 17			ı
1372 shares Pullman			ł
Palace Car Co, stock 113,100 00			ļ
GU Williams St.	1,867,459	77	l
Material on hand	485,824	52	l
Wharf and ferry boats	28,565	89	Į
Chicago teams for transferring			l
freight	5,812	50	I
Accounts and bills re-	1 -1		l
ceivable\$597,785 75			ı
Post office department 10,369 41			l

187.517 85

774,108 12

\$24,294,346 07 The directors chosen at the annual meeting June 29, 1870, are as follows:

President .- JAMES F. JOY.

connecting roads 165,947 96

Deposits in New York and Boston

and in the Treasury

Due from agents and

Directors.—Erastus Corning, James F. Joy, Chauncy S. Colton, John C. Green, Nathaniel Thayer, John M. Forbes, Sidney Bartlett, John W. Brooks, Robert S. Watson, William Boott and John N. Denison.

Chairman of Board .- JOHN N. DENISON. Gen'l Superintendent .- ROBERT HARRIS. Secretary and Treasurer .- AMOS T. HALL.

German and French Railroads. DESCRIPTION OF BAILBOADS AND STATIONS IN PRANCE AND PRUSSIA-DISTANCES FROM PRINCIPAL POINTS.

The following are the stations and distances on the principal German and French railroads which intersect the seat of the present war. The Rheinish Railroad runs in a northwesterly direction along the left bank of the Rhine from Bingerbrueck at the mouth of the Nahe river to Cologne, having a length of 95 miles. The following are the principal stations on the railway and their distances from the starting point: Bingerbrueck, Bacharach, 8 miles; Oberwesel, 121/2 miles; St. Goar, 16; miles; Bopard, 26 miles; Cappellen, 35 miles; Coblentz, 881/6 miles; Neuwied, 461 miles; Agdernach, 49 miles; Brohl, 531 miles; Nd. Bressig, 66 miles; Sinzig, 59} miles; Remagen, 6134 miles; Rolandseck, 66 miles; Mehlem, 6834 miles; Godesberg, 70 miles, Bonn, 741 miles Boisdorf, 78 miles; Bechtem, 8234 miles; Bruehl

86 miles; Cologne, 95 miles.
From Neunkirchen, in Rhenish Prussia, east, the railroad stations and distances are: Kaiserslantern, in Rhenish Bavaria, 29 miles; Neustadt, 482 miles; Ludwigsbafen, 67 miles; Worms, 81 The railroad from Germersheim to Spires, in Bhenish Bavaria, near the Bhine, is 7 miles in length. From Frankfort-on-the Main, south, along the Main Necar Bailroad, the stations and distances are as follows: Darmstadt, 1634 miles; Zwingenberg, 264 miles; Auerbach, 28 miles; Bensheim, 30 miles; Heppenheim, 33 miles; Weinbeim, 3934 miles; Friedrichsfeld, 48 miles; Manbeim, in Baden, 634 miles. From Kehl, in Baden, on the Rhine connection Streethouse, the Baden, on the Rhine, opposite Strasbourg, the pallroad stations to the east, with their distances,

are: Kork, 21 miles; Legelshurst, 4 miles; Ap-

enweier (junction) 7 miles. From Manheim, in Baden, south along the Ba den Railroad, running nearly parallel with the Rhine, the principal stations and their distances are: Heidelberg, 11½ miles; Laugenbrucken, 26¾ miles; Bruchsal, 32½ miles; Carlsrube, 46 miles; Ettlingen, 50½ miles; Muggensturm, 56 miles; Rastadt, 61 miles; Oos, 66½ miles; Buchl, 69 miles; Achern, 79 miles; Renchen, 88 miles; Appenweier (junction), 86 % miles; Offen-burg, 92 miles; Friburg, 181 miles; Basle, Switzerland, 170 miles. From Stuttgart, in Wurtem-burg, northwest, the stations and distances are Ludwigsburg, 9½ miles; Bietigheim, 15 miles; Muehlecker, 29 miles; Maulbronn, 33¾ miles; Bretten, 39½ miles; Bruehsal, in Baden, 40 miles. From Paris, northeast, the stations and their dis tances are; Rheims, 99½ miles; Charleville, 153½ miles; thence southeast, Sedan, 163 miles; Montmedy, 201½ miles; Longuyon, 214½ miles; Thionville, France, 241½ miles.

From Paris, east, the stations and their distance are: Nancy, 220 miles; thence north, to Metz, 244% miles; thence east, to St. Avold, 275% miles; Forbach, 287% miles. From Paris, east again, the stations and distances are: Luneville, 240 miles; Avricourt, 255 miles; Saarbourg, 46834 miles; Saverne, 285 miles; Strasbourg, 312½ miles. From Strasbourg, across the Rhine,

to Kehl, the distance is 121/2 miles.

The First Locomotive in America.

Not many of the present inhabitants of Rondout are aware that the first locomotive engines in America were brought here in 1829, on the sloop Eliza, then sailed by Charles McEntee. There were two of them sent from England in the ship Geo. Canning, by Horatio Allen, then a young civil engineer in the Delaware and Hudson Canal Company's service, who had been sent to England in 1827 to purchase four locomotives, to be used on the company's railroad connecting the mines at Carbondale with the canal at Honesdale. Some months later, two more engines arrived from England in the ship Elisha Hicks, Mr. Allen coming with them. They were put in two canal boats, towed up here by the old Congress, and sent to Honesdale, where one was put on the track. Mr. Allen ran it for a short distance across a tressle bridge and up the road, and then backed it down. None of the locomotives were used after that, as they were declared too heavy for the road, although weighing only four tons each. The two that arrived first never were sent up the canal, but stood for years in a shed near where Bullen & Everson's store now stands, and were fl nally broken up and sold to James W. Baldwinfor old iron, we believe.

Mr. Allen has the honor of being the man who ran the first locomotive in America. He is now one of the engineers on the East River Bridge. Thurlow Weed says the first locomotive run in America was on the Albany and Schenectady Railroad; but he is mistaken, for the company's road was built about three years before work was commenced on the Albany and Schenectady--John B. Jervis being chief engineer of both works, going to take charge of one after complet-

ing the other .- Rondout Courier.

Cariton Branch Railway.

The Directors of the Carlton Branch Railway Company have closed with Mr. E. R. Burpee for the construction of their road. The terms and conditions differ materially from those contained in the order first submitted. The price however is substantially the same. According to the first proposal, Mr. Burpee was to receive \$125,000 for he road and breakwater, in the following manner: \$40,000 from the issue of Carlton bebentures under the Statute, \$10,000 Government bonus, \$55,-000 of the Company's stock, and \$20,000 bonds. The terms agreed upon, differ from this in regard only to the character of the compensation. stock pryment is reduced to an amount which will deprive the contractor of the power of road has been purchased to awamping the Corporation and the Company's Montgomery and Selma line.

stock; the reduction of stock payment is made up by an increase of mortgage bonds on the road, and, in the event of Carlton constructing the Breakwater herself, an allowance of something I ke \$22,000 in cash, bonds and stock will be made. The work on the road is to commence within a few days. The Directors of Western Extension Railway Company have decided to give the guarantee of 3 per cent, on \$40 000, provided consolidation of management be agreed upon .-St. John News.

List of U. S. Patents.

Issued for Improvements relating to Railroad Construction, and Rolling Stock, Mining &c., for the week ending Aug. 30th, 1870, and each bearing that date.

Reported weekly for the RAILBOAD JOURNAL, from the Office of DAVID A. BURR, Solicitor of Patents and Attorney in Patent cases, Washington City, D. C.

106,760-Truss Bridge, John S. Adams, Elgin,

106,762-Lubricating Box, Charles Andrews, Providence, R. I.

106,761-Fire Proof R. R. Cars, Geo. C. Bestor, Peoria, Ills.

106,767-Steam Engine, Henry L. Butler and Thomas A. Christie, Pittsburg, Pa.

106,786-R. R. Car Duster and Ventilator, John P. Curry, New York, N. Y.

106,801-Maximum and Minimum Water Gauge. George J. Firmin, North Brixton, England.

106,804-Rotary Steam Engine or Pump, George S. Folliansbee, Philadelphia, Pa., assignor to himself and John Rosencrantz, same place.

106,807-Car Coupling, James H. Froman, Plattsburg, Mo.

106,820-Low Water Indicator, Geo. M. Hopkins and John A. Straight, Albion, N. P. (antedated Aug. 26, 1870.)

106,821--Low Water and High Pressure Indicator, same parties as above.

106,847-Safety Car Brake, Anthony S. Martin, Washington, D. C.

106,849-Combined Lock Nut and Splice Bar, Robt, L. McGowan, New Brighton, assignor to himself, Charles A. Woods, Pittsburg, Pa., John Fletcher, Ravenna, O., and Thos. Johnson, Alleghenv. Pa.

106,855-Bridge, Thos. W. H. Moseley, Boston, Mass.

106,860-Oscillating Steam Engine, August Nittinger, Jr., Philadelphia.

106,886-Cornish Engine, John Storer, Peekskill, N. Y., ante-dated Aug 18, 1870.

106,887-Stock Car, Zadok Street, Salem, Ohio. 106,888-Stock Car, Zadok Street, Salem, Ohio. 106,899-Steam Engine Pump, Geo. Westinghouse, Jr., Pittsburg, Pa.

106,986-Car Coupling, Chas. M. Hoag, Nassau, N. Y.

106,940-R. R. Car Ventilator, Wm. H. Hunt, Bolton, Conn.

106,953-R. R. Car Seat, John M. O'Neill, Clinton. Iowa.

106,971-Burner for Locomotive Head Lights, Aaron C. Vanghan, Philadelphia, Pa., assignor to James M. Sellers and A. K. McClure, same place.

The Montgomery and West Point Railroad has been purchased by the Western or Commerce of St. Paul, Minn.

The annual report of the Chamber of Commerce of St. Paul, just issued, shows the progress which that city is making in commerce and industry. During the year 1869 there was on the sale of liquors a decrease of 21/2 per cent.; machinery, an increase of 14 per cent.; nails, an increase of 40 per cent.; castings, an increase of 50 per cent.; agricultural implements, an increase of 50 per cent.; reapers and mowers, an increase of 50 per cent.; household goods, an increase of 127 per cent.; pig iron, an increase of 156 per cent.; hardware, an increase of 222 per cent.; sewing machines, an increase of 450 per cent. Five hundred and nine buildings erected at an expense of \$1,395,727 also attests the progress of St. Paul; as does the importation from other States of 24,378 packages of agricultural implements, the growth of the country in its vicinity. The assessed personal property is set down at \$2,864.747, the real estate \$59,773.87, and the incomes reported a total of \$1,003,372. The revenue report on the 1st of May, 1869, was as

follows:	
Sales of wholesale dealers doing a bus-	
iness of \$50,000 and over\$	4,568,722
Sales of wholesale dealers doing a bus- iness under \$50,000	3,250,000
This year's increase estimated from sales already reported	1,000,000
Manufacturers doing a business of	1,000,000
\$5000 and over, not including to-	
bacco, liquors and segars	340,674
Manufacturers doing a business under \$5000, not including tobacco,	
liquors and segars	690,000
This year's increase of manufacturers	
estimated from sales already re-	61,700
Sales of tobacco, liquors and segars	01,100
to May 1, 1870, estimated from	
sales already reported	302,817
Sales of manufactures (not reported) to May 1, 1870	300,000
Sales of lumber and flour (not report-	300,000
ed) to May 1, 1870	400,000
Brokers' sales to May 1, 1870	400,000
Produce brokers' and butchers' sales	300,000
to May 1, 1870	300,000

\$11,608,913

The population earning and making as above, is estimated at about 24,000. That these figures represent growth will be readily perceptible when we quote that in 1856 the assessed personal property was only \$588,220, while in 1869 it was nearly \$3.000,000.

The Cape Breton News says the work on the International Coal and Railway Company's railway, between Sydney Harbor and Bridgeport, is being vigorously pushed forward to ensure coal shipments. The track is partly laid. The railway from South Bar to the mines at Low Point will soon be completed.

The following gentlemen have been elected directors of the Portsmouth and Dover railroad: John H. Bailey, Daniel Marcy, George L. Treadwell and Frank Jones of Portsmouth, and Amos D. Purington, Joshua G. Hall and Oliver Wyatt of Dover.

The Shore Line Railway has been leased by the New York and New Haven and the Hartford and New Haven Railroads for 29 years at \$100,000 a year,

Wooden Rallway.

As the first of a new kind of railway improve ment introduced into the country, considerable interest is attached to the Gosford road from Quebec to St. John. The contractor, Mr. Hurlburt, has made considerable progress with the work, and on Wednesday last a party of Quebec gentlemen, including the President and directors of the company, made a first trip over it to a point beyond the village of Jacques Cartier, fifteen miles from the city. About half an hour's drive from the town brought the party to the track, where a locomotive was in readiness to carry them over the line. The Chronicle, in its report of the trip, says:

The problem of wooden railways for colonization purposes may now be said to be solved, and proof it is only necessary to say that we passed over the road yesterday at a rate of from twenty to thirty miles an hour, a speed which is seldom passed on any of the iron roads in this Province. The cars conveying the party yesterday were simply rudimentary vehicles, known as platform carriages, but sufficient evidence was given that the line when completed will be as easy and smooth for traveling purposes as upon the old established iron or steel rails. The road is built upon a 4ft. 81in. gauge, being the ordinary width of the modern English and American railways. Each rail is 14 feet long, 7 inches in depth, and 14 inches in width-sawn and prepared at a temporary mill recently erected by the contractor on the line for the purpose. Each rail rests on several sleepers to which they are fastened by wedges-by a process so simple that the rail, when required, can be removed or reversed by any ordinary mechanic. The locomotive is from the Khode Island Ironworks, and is most assuredly a splendid piece of mechanical ingenu ity, while it is supposed to weigh 21 tons loaded, without the tender. The bridge which spans the Jacques Cartier, and of which so much has been said, is evidently a solid structure judging from the heavily laden trains which pass over it daily. The first span of this bridge is 97 feet, and the second 79 feet—the total length, with the trestle work on the opposite side, being 1,450 feet. It is supposed from the calculations of the engineer to be able to bear a weight of 700 tons. The trestle work on the opposite side is also of very substantial make. At first view, passengers might fee alarmed at crossing this trestle work, or viaduct; but, to avoid the possibility of accident, the engineer has laid an additional rail, which materially increases the safety of the traveling. The trains also here move at a very slow speed. We may add that the height of this structure is about 60 feet from the ground; but to those accustomed to travel over the Crumlin (Mon.) viaduct, bridging a chasm of a mile in length and about 250 feet in height, the Jacques Cartier viaduct will not be alarming either to the view or the nerves.

Commerce of Cincinnation

According to the annual report of the Board of Trade of Cincinnati for 1869, just issued, that city has a capital of \$45,225,586 invested in manufacturing establishments, employing 59,354 hands, and turning out products to the value of \$119, 140,089. The manufacturing industry is classified, the chief classes being as follows: Iron, \$18,-623,559; wood, \$11,135,335; food, \$17,508,892; clothing, \$12,471,507; liquors, \$15,609,698. A comparative table of the statistics of the manufactures of the different cities of the United States places Cincinnati fourth on the list, only New York, Boston and Philadelphia surpassing her. Her imports for 1869 were valued at \$283,927,902, and her exports \$163,084,358, against \$280,068,-948 imports and \$144,262,138 exports the previ- equipments when finished and run the road,

ous year. In making up these statistics, however, that city is accustomed to count produce in transit, from which little or no profit is derived. There were enrolled at that port, during 1869, 57 steamboats, 14 towboats, 4 propellers, 3 ferries, 109 canal boats, 92 barges, making a total of 279 vessels of 51,563.40 tons, valued at \$1,447,919. There were licensed 126 steam vessels of 43,455,39 tons capacity. The total value of the river commerce of the towns and cities on the Ohio River is set down at \$715,000,000, of which amount Cincinnati is set down for \$169,506,000, Louis ville for \$115,000,000, Pittsburg for \$150,000,000, Wheeling and Smithland for \$30,000,000, Paducah for \$40,000,000, Cairo for \$20,000,000, and Wabash River and New Albany for \$15,000,000

Memphis and Little Rock Railroad.

We learn from the Arkansas Gazette that a contract has just been awarded by this company to Capt. Pat. H. Wheat, of Devails Bluff, and Mr. Chas. McCreanor for the completion of the White River bridge. It is to be finished, ready for the iron on the 1st of November. The road has just been completed to Brinkley, and there now remains but a gap of fifteen miles to complete. The larger part of even that work is done, and the president Mr. Brinkley, asserts positively that trains will run over the entire road on the 18th December next.

Pierce City and Fort Smith Railroad.

The first meeting of the stockholders of this road was held at Pierce City, Arkansas, on the 15th of July. Articles of organization were drawn and three hundred shares subscribed. The chair announced that nominations for officers, to serve the ensuing year were in order, and the following gentlemen were unanimously elected: Hon. John S. Phelps, president; A. J. Stewart, of Keittsville, W. H. Fallis, L. L. L. Allen, E. P. Linzee, A. Woolsey, of Pierce City, directors; J. B. Perkins, treasurer; A. L. White, secretary.

Hon. John Cessna has been elected president of the Bedford (Pa.) and Bridgeport Railroad Company. The directors are: Wm. M. Lyon, Henry Loughlin, John Graff, L. T. Watson, G. W. Gump, Wm. M. Hall, Isaac Mengel, David Wolf, J. W. Lingenfelter, J. R. Durborrow, J. G. Hartley, D. M. Black. The people of Bedford are thoroughly awake to the importance of this enter-

The Monticellonian, published in Monticello, Drew Co., Ark., learns from a private letter that an installment of iron has landed at Eunice for the above road. It is also creditably informed that a large number of hands are really at work on the road. Further, that the locomotive, construction cars and more iron is daily expected to land at the above point,

Capt. George W. Hughes, chief, and Capt. H. C. West and Mr. Johnson, assistant engineers, have commenced the survey of the southern division of the Cairo and Fulton Railroad from a point on the river, in Little Rock, and the line and level will be rapidly run to the Texas border.

The North Attleborough Branch Railroad is under way, and will be completed by the first of November. The Boston and Providence corporation, to whom it was leased, will supply the

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend,

19.75		tanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads,		Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads,		Dividend Periods.	
Albany &	Busquebanna 100	81,774,824	J. & J.	Jul. '69 8	Hartford and New Haven.100 Hannibal and St. Joseph.100 Do. do pref 100	3,300,000	J.A.J&O	July '70 8 Aug'70 8	Portl., Saco & Portsm'th*.100 Providence & Worcester.100	\$1,500,000 1,800,000	J. & D.	Jun.'70
tianta a	Central 100 nd West Point 100	1,232,200	J. & J.	Jan. '70 4	Hannibal and St. Joseph.100 Do. do pref.100 Hanover Branch, Pa	5,253,830	W e N	Aug. '70 7	Raleigh and Gaston	2,000,000	0. G. O.	Jul. '69
tlantic d	Gt. Western - 50	25,879,923			Housatonie 100	820,000	m. & N.	may 10 b	Richmond and Danville 100	2,000,000		
lantic d	k St. Lawrence*.100	2,494,900	M. & S.	Mar.'70 2	Huntingdon & B'd Top 50	1,180,000	J. & J.	July '70 4	Richmond and Petersb g_100 Rich., Fred. and Potomac.100	847,100 1,041,800		
ugusta i	and Savannah 100	733,700 16,151,962	J. & J. A. & O.	Jan.'70 84 Apl. '70 4	Il.inois Central 100	190,750 25,278,710	J. & J. F. & A.	J'n.'68 3: Aug. '70 6	Rockport 100	88,400 2,400,000		Nov. 67
Do. Wa	chington Br. 100	2,650,000 670,000	A. & O.	Apl. '70 &	Indianapolis, Oin. & Lafay.50	6,185,897	M. & S.	Sep. '67 4	Rutland preferred100	2,300 000	F. & A.	Aug'69 8
y de N	oquet & Marq100	1,250,000	A. & O.	Apl.'68 3	Jojiet and Chicago 100	1,500,000	J.A.J&O	Jan.'70 14	" pref.100	2,040,000	Annual.	June'69
rkshire	Delaware	600,000	J.A J&O	July'70 14	Lake Shore & Mich. So 100	35,000,000	F. & A.	Aug. 70	Sandusky and Cincinnati. 100	1,469,429 2,089,000		
ossburg	& Corning. 50	13,725,100	J. & J.	July '70 6	" guar 100 Lackawanna & Bloomsb 50 Leeds and Farmington* Lehigh and Mahanoy 50 Lehigh and Susquehanna 50 Lehigh Valley 50 Lehigh Luzerne 50 Little Mami 50 Little Schuylkil* 50 Lomb and South St (Ph.) 25 Lomg Island 50	1 325,000	F. & A.	Aug.'70 4	Sandusky and Cincinnati. 100 ii pref. 100 Sand., Mansf. and Newark. 100	901,341	M. & N.	Nov.'69
ston an	oncord & Mont 100	110,000	A. & O.	Apl. '70 4	Leeds and Farmington*	2 158 565	J. & J.	Jan. '70 24	dayannah and Charleston.100	1,000,000		
Do.,	do. pref-100	1,340,400	M. & N	May '70 8	Lehigh and Susquehanna. 50	8,739,800	M. & N.	M'y.'67 5	Second and Third St.(Ph.) 50	203,757	J. @ J. J. & J.	July'70
oston ar	d Maine 100	4 076,974	1. & J.	July '70 8	Lehigh Luzerne 50	844,650	J. & J.	Jan.'69 4	Scaboard and Roaroke100	868,200	J. & J.	Jan'70 2
oadway	y (South Boston) 50	400,000	J.A. J.O.	July '70 5 July'70 24	Little Schuylkill	2,646,100	J. & D. J. & J.	Jun. '70 4 Jan. '70 3	Second Avenue (N. Y.)100	130,000		July'70
oadw'y	& 7th Av.(N.Y.)100	1,000,000	J. & D. (F.M. AN	June 70 3 Nov. '69 3	Lomb. and South St (Ph.) 25 Long Island	8,000,000	FMAN	Aug.'66	hamokin V. and Pottsv.* 50	869,450	F. & A. J. & J.	Feb.'70
OOKIYII	and found & Pitts 100				Louisv., Cin. and Lex 50	1,621,736	J. & J.	Jul. '69 8	Shore Line100	750,000	M. & N.	Nov.'69
- AP NAT	B A ULK OF TPLIG. "TOO	200,000	M. & N.	Nov 69 34	Couisville and Nashville. 100	8,780,501	F. & A.	Aug. 70 4	Sixth Avenue (N. Y.)	5,819,275		
affalo al	Horse (Bost'n)100	141,000	A. CLL	Ant 7044	Louisv., N.Alb.& Chicago.100 Lowell and Lawrence 100	2,800,000	A, & O.	Apl. '70 &	South Shore	259,685 3,939,900	F. & A.	Jul. 68
mden a	and Atlantic pref. 50				Lowell Horse	55,830	J. & J.	Jan. '70 &	Staten Jaland 100 stony Brook 100 steubenville and Indiana.100	967,800	J. & J. M. & N.	Jul. '67
		331,000 721,926	T & T	July '69 3	Macon and Western 100 Mahanoy & B'd Mount n 50 Maine Central 100	1,676,915	o. w o.		stenberville and Indiana.100	1,983,141	********	
ape May	y and Millyl lo* 4 50	221,0001	J. & D.	June 70 3	MAINDERSIEF & Lawrence 100	2.490102.490303	M. & N.	May '70 5	stockbridge & Pittsfield*100	250,000	F. & A.	
tawisse	pref 50	1,150,000 2,200,000	M & N	Manifool	Marietta & Cincinnati 50	3,029,778			Syr., Bingham. and N. Y.100 Caupton Branch100	1,314,130	J. @ D.	/ 100
yuga d	Busquehanna. 50	589,110 755,000	J. & J. M. & N	July'70 41	Memphis and Charleston 100	4,460,368 5,312,725	M. & S.	Sep. '66 ? June'69 3	Cennessee and Alabama .100 Ferre Haute and Indiana. 50	090,922		
entral o	Georgia100	4,666,300	J. & J	Jan. '70 5	" 2d pref. 50 Memphis and Charleston 100 Memphis and Ohio100 Metropolitan (Boston)100	570,000	*****	*****	Third Avenue (N. Y.) 100		J. & J. J. @ J.	Nov.'69
									Chirteenth and Fif. (Ph.). 50 Col., Peoria and Warsaw.100	2,700,000	J. @ J.	
											January,	1870,11.4
homung	nvoferred 100	380,000	J.A.J&O	Jan. '70 3	Millville and Glassboro' 100	405,020	F. & A.	Feb. '70 5	Pol., Wabash and West 100	11,700,000		15 5 5 14
hicago	and Alton	5,141,800	M. & S.	Sept.'70 5	" " 1st pref 100				Croy and Boston 100	607,111		
desgo.	Burl. & Quincy - 60	13,825,025	M. & S. M. & S.	Mar. '70 5	milw. & St. Paul100	9,744,:6:	Feb. 1870 Feb. 1870	\$3 & 78 \$7 & 38	Union Transport'n (Bos.) 100	274,400	J. & D.	Jun'67 8
hicago,	Iowa & Nebras*_100	2,600,000 2,227,000	J. & J.	July '70 5	M. Hill & Schuylk. Haven 50	3,775,600	J. & J.	Jul. 70 34	Union (Phila.)	291,478 834,400		July'70
hicago	k N. Western100	14,590,162	J. & D.	Dec.'69 4	Mill Creek and Minehill* 50 Mill Wille and Glassboro' 100 Millw. & Prairic and Chien, 100 " " Ist pref 100 Millw. & St. Paul. 100 " " pref. 100 M. Hill & Schnylk. Haven 50 Mobile and Ohio 100 Montgomery & W. Point 100 Mortgomery & W. Point 100 Nabville & Chattanooga 100 Nabville & Chattanooga 100 New Hondon Northarmpton 100 New London Northarmpton 100 New London Northarm 100 New London Northarm 100 New London Northarm 100 New York and Harley New York and Harley	1.644,104	J. & D.	Dec.'67 4	Vermont and Canada* 10	2,500,000	J. & D.	Jan. 70
hteago, 1	B. I. & Pacific 100	16,000,000	A. & O.	Apl'70 3	Mt. Carbon & Pt. Carbon* 50	282,350	J. & J.	July 70 a	Vermont Central	5,000,000 2,800,000	J. & J.	July 70
n, Han	ti City Passenger	3,000,000	J'n & J'ly	Jan. 68\$2	Nashville & Chattanooga 100	720,000 2,056,544	M. & N.	May '70 5	Vicksburg and Meridian 10	357,408		
6 Can	Street 50	393.073	J. & J. M. & N.	Jan. 6:\$2	New Bedford & Taunton 100	1,486,600	F. & A.	Feb. '70 &	Virginia and Tennessee 10	3,506,300		
itizens'	Passenger (Phil.) 50	192,750	J. @ J.	July 170 7	New Haven & N. London 100	788,538	J. & J.	July 10 s	West Jersey	1.209,000	F. & A.	Aug. '70
leveland	& Mahoning - 50	2,056,400	M. & N	May'703	New Jersey100	6,250 000	F. & A.	Aug. '40 &	Wilm. and Weldon10	249,100	J. 65 J.	July'70
eveland	and Toledo 50	5,958,775	F. & A.	Aug'70 24 Feb. '70 4	New London Northern100 N.Y. Central & Hudson R.100	895,000 45,000,000	A. & O.	July '69 4	Warren	1,547,650	J. & J.	
ol, Uhi	& Indiana Con. 100	10,460,900	J. & D.	June 70 4	" Certificates.100	21,491,450	A. & O.	Apl. '70 4	Worcester and Nashua 7	1 522,500	J. & J.	Jul.'70
oncord.	***	signature	24, 00 24,	many to o	The state of the state of the same of	0,000,000	d. Cod.	ouly to a	UALITATIO.	1	1	
oncord oney Isl	and & brooklyn 100	600,000	0, 000,	3 my 10 31	New York & New Haven, 100 N Y., Provid. & Boston - 100 Niag. Bridge & Canandai*100 Ninth Avenue	9,000,000	J. & J. J. & J	July'70 4	Chesapeake and Delaware & Jhesapeake and Ohio 2	1,818,968 5 8,228,596	J. & D.	June'70
nn. & l	Passumo, Rivers.100	1,822,100	F. & A.	Ang. '70 8	N Y., Provid. & Boston _100 Niag. Bridge & Canandai*100	1,000,000	J. & J	July '704	Delaware Division 6	1,633,350	F. & A.	Aug. 70
mnectic	and Valley 50	1,700,000	J. & J.	July '70 6	Norfolk & Petersb'g guar 100	797,400	7 4 T	Top 170 9	Delaware and Raritan 10 Erie of Pennsylvania 5	2,521,300	F. & A.	Aug. 70
anbury	and Nerwals 100	400,000			North Carolina100	4,000,000	A. & J.	July '70 8	Lehigh Coal and Navigat.	64,000 8,739,800	M. & N.	M'v'67
ayton a	ud Wionikan 20	594,260	J. & J.	Jan. '70 8	Norfolk & Petersb'g guar. 100 North Carolina	155,000	M. & N.	May.'708	Monongahela Navigation 5 Morris (consolidated) 1	728 100	J. & J.	Jan. '69
el, Lac	kaw. & Western. 50	13,386,020 1.820,200	J. & J.	July '70 5	Northern of N. Hampsh, 100 North Pennsylvania 50	3,068,400	J. & D.	June'70 4	" (preferred)10	1 175,000	F. & A.	Feb.'70
etroit d	Milwaukee100	452,350		Dec 100 H	Norwich & Worcester 100	2,363,600	J. & J.	Aug.'70 6	Schuyl. Navigation (cons.) 5	1,608,207	TR & A	Feb.'67
Dock,	E. B'dw. & Bat. 100	1,200,000	F.M.AN	May 70 2	ogdenso a 11 Champin 100 pref.100	1,994,900	J. & J. A. & O.	Apl. '70 4	Susq. and Tide Water 5	2,888,800	F. & A.	Feb.'67
ubuqu(Do	do, pref.100	1,987,351	J. & J. J. & J.	July'7034	Unio and Mississippi100	20,000,000	JAD	Jun. '70 84	" preferred	2,907,850		
st Mal	Mass) 50	392,550 3,883,300	J. & J.	July '70 3	Oil Crock & Allegheny R. 50	4,259,000	J.A.J&O	July'70 2	W. Branch and Susq 6	1,100,000	J. & J.	Jan. '65
astern (N. H.)100	492,500	J. & J.	Jan. '70 4	Orange and Newark100	281,550	J. & J.	July 10 a	MIGGELT ANDOGS	000,000	/IIII reguler	1 DOL 257
at Pen	n. and Georgia100	1,290,067	*********	July 70 3	Pacific of Missouri 100	8614,515	F. & A.	Aug.'69 4	Pacific Mail Steamship10	20,000,000	MJS&D.	Sept. 69
ast Ten	venue (N. Y.) 100	1,000,000	J.A.J&O	Jan. '68 4	Panama 100	7,000,000	J.AJ&O.	July '70 2	West'n Union Telegraph 10	0 41,063,000 5 1.500.000	J. & J.	Jan.'70
m., Jef	fers & Canand -100	500,000	F. & A.	Feb 70 24	Paterson and Hudson Riv100	630,000	J. & J.	July'70 4	Ashburton 5	2,500,000	J. & D.	Dec. '66
Do.	do. pref. 50	500,000	J. & J.	Jan. 703	Peoria & Bureau Vailey 100	1,200,000	M. & N.	Feb. '70 4	Central Coal10	2,000,000	J. & J.	July'66
rie Rati Do.	pref100	8,536,910	Annual.	Dec' 69 7s	Philadelphia and Erie*50	6,004,200	J. & J. J. & J.	Jan. '69 8	Lackawanna Coal	200,000	J&J.	Jan.'70
rie & P	le & Crawfordsv.100	962,990			Philadelphia and Reading to	2,400,000	J. & J.	Jan. '70 4	Mt. Pleasant Coal	200,000	1235 4 5 2	Dec'68 1
itahbur	Worcester 100	3,540,000	J. & J.	July '70 4	Do. Do. preferred, 59	1,651,800	J. & J.	July '70 6	Roaring Brook Coal	200,000	PEACN	Dec'68
lint and	Holly 100	500,000	M. & N.	M'y'67 6	Phila and Trenton*	1,259,120	A. & O. F. & A.	Aug. '70 6	Spring Mountain Coal	1,250,000	J. & J.	Jan. '70 Jan. '69
rankf.	and Southw.(Ph.) 50	750, 100 491,620	J. @ J.	July '70 8	Philadelphia City	9,058,300	J. & J.	Jan. '70 4	Wilkesbarre Coal 10	0 1,000 000	J. & J.	Jan. '67
eorgia .	own (Phile) 50	4,156,000	J. & J.	Jan. '70 4	Philadelphia and Darby 20	100,000	J. @ J.	July'70 -	Wyoming Valley Cosl 10	0 1,250,000	F. & A.	Aug. '6
arard O	ollege (Phila.) _ 50	100,000	J. & J.	Jul. '67 2	Orange and Newark	19,665,000	J.A.J&O	Apl. 70 1	Am. Merchants Union Exp.10	0 18,000,000		July 10
-0.22.22.0m		970.000	M. C. B.	Sept 70 4	Bostland and H. Adams. 100	459,000	J. @ J.	July '70 8	United States Express 10	0 6,000,000	FMA&N	N.A. 68

	AME	RICA	7 102	ILK	עבע	3001	ANAL		1			S A SCHOOL SE
	RAILE	COAD	EA	RNIN	Gs-A	INON	CHLY	The Property				STATE OF THE PARTY
entral Pacific (in gold): January. 186738,169	February. 51,881	March. 60,029	April. 81,156	May. 95,828	June. 121,702	July. 174,812	August. S 181,297	eptember. 200,550	October. 1 212,109	November. 128,166	78,871	1,441,020
[868	86,937 218,982	81,396 391,308	96,481 485,048	106,835 568,270	164,729 556 080	259,590 532,657	251,832 511,854	262,770 609,788	212,109 295,422 579,642	286,562 535,366	342,743 410,000	5,611,599
870	313,325	383,799	521,036	761,285	632,710	*******			********			
863	101,365 154,418	104,372 195,803	122,084 162,723	132,301 178,786	145,542 206,090	149,137 224,257	157,948 312,165	170,044 354,554	170,910 320,879	156,869 307,803	158,294 252,015	1,673,70 6 2,770,484
865	275,283 222,241	299,063 290,111	258,480 269,249	322,278 329,851	355,270 371,544	335,985 321,597	409,251 387,269	401,280 322,638	367,956 360,223	307,919 323,030	236,824 271,247	8,840,092
1867 243,787 1868 476,117	157,832 275,140	235,961 267,094	282,165	335,510	342,358	354,244	415,982	408,999 486,196	426,752 503,746	359,102 409,569	380,169 361 701	3,892,861 4,508,643
1869343,182	304,828	393,648	279,121 331,149	303,342 345,556	384,504 391,685	404,012 353,736	558,101 501,667	501,259	463,109	403,691	348,995	4,682,505
1870	328,825	344,366	334,653	395,044	411,986	. 421,485		******		196,435	201,134	1,959,267
1868	130,225 175,482	122,512 243,150	126,798 185,013	144,995 198,679	170,937 243,178	139,142 224,980	160,306 307,874	210,729 375,860	216,080 324,865	336,617	321,087 201,779	8,095,470 3,313,514
1865	246,331 183,385	289,403 257,230	196,580 209,099	234,612 277,506	321,818 306,693	244,121 238,926	306,231 317,977	389,489 400,941	807,528 428,474	270,073 345,028	260,268	3,466,922
1867	224,621 297,464	272,454 276,431	268,369 301,952	297,625 316,709	276,681 378,436	297,513 341,885	444,024 568,380	566,403 558,387	599,549 591,209	442,275 424,589	377,053 433,435	4,358,614
1869	368,208 449,655	398,740 500,393	388,386 443,300	449,9 8 2 507,900	528,841 529,512	455,607 462,400	632,652	736,555	584,156	479 236	393,468	5,684 109
nicago and Northwestern:	As		*******		366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	817,839 482,164	390,355 499,296	421,363 468,358	466,830 585,623	585,145 747,942	480,710 702,691	519,306 767,508	669,605 946,707	729,759 932,683	716,378 754,671	563,400 547,842	6,114,566
1866	399,917 574,664	523,745 765,398	537,519 774,279	858,948 895,712	925,983 893,658	808,524 888,214	797,475 1,063,236	1,000,086 1,448,942	1,200,216 1,541,057	1,010,892 1,211,530	712,359 879,900	9,299,450
1868	807,478	850,192 1,142,166	1,094,597 1,112,190	1,211,150 1,268,444	1,180,933 1,258,284	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084 1,144,029	1,001,987 867,830	18,384,471 13,622,567
1870	755,404	872,115	950,636	1,212,081	1,154,520	1,167,156 1,080,946	1,032,814	1,021,100	1/212/201			
1868242,205	236,160	242,509	236,435	103,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	180,840 218,600	239,522 244,161	247,661 240,046	241,456 250,169	259,408 274,021	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
linois Central: 1862, 190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	8,445,827
1863299,944 1864327,900	416,588	275,643 459,762	289,224 423,797	334,687 406,373	407,992 510,100	343,929 423,578	511,305 640,179	478,576 799,236	496,433 661,391	437,679 657,141	424,581 603,402	4,571,028 6,329,447
1865	528,972 505,266	616,665 505,465	516,608 411,605	460,573 569,250	617,682 567,679	578,403 480,626	747,469 578,253	739,736 571,348	641,589 661,971	643,887 588,219	518,088 504,066	7,181,208 6,546,741
1867647,120 1868587,446	524,871 536,165	417,071 444,443	440,271 518,800	477,027 572,551	516,493 626,249	525,242 549,714	709,327 794,325	738,530 889,967	823,901 931,530	727,810 685,401	613,329 681,041	7,160,992
1869	524,693 663,391	709,645 614,374	568,282 597,571	640,975 6#5,258	778,261 759,215	696,228 645,768	841,363	979,401	914,406	814,413	696,677	8,823,482
arietta and Cincinnati : 90,411	15-15-5	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	78,976	92,910 98,482	92,768 108,461	90,526 95,416	96,535	106,594 108,416	114,716 126,556	121,217 121,519	142,823 125,065	132,387 119,169	123,383	1,278,713 1,294,095
1869	91,666	103,558	109,526	111,033	95,924 118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,622
ichigan Southern & Northern Indiana:		101,379	106,246	110,213	111,117	111,127	*******	******	407 707	440 004	414 000	4 100 170
1864	366,361	338,454 413,974	330,651 365,180	267,126 351,489	315,258 387,095	278,891 301,613	358,862 418,575	402,219 486,808	407,107 524,760	448,934 495,072	411,806 351,799	4,120,162 4,826,727
1866	311,088	412,715 395,372	413,970 409,248	418,024 357,749	384,684 307,968	338,858 313,130	384,401 434,318	429,177 488,388	496,655 530,871	429,546 429,785	352,218 380,034	4,650,328 4,663,808
1868	8* 880,593*	378,735 1,140,000*	452,429 473,544	399,300 445,792	365,117 408,139	308,502 727,045*	437,600 838,777*	521,326 1,239,725*	543,886 1,279,602*	436,399 1,124,745*	437,503 1,048,272*	4,951,168
1870	3* 1,006,961*	1,162,697*	*******			*******		******		*******	*******	********
1862	9 159,658 245,858	151,902 236,432	175,696 238,495	186,039 236,453	174,002 206,221	172,189 193,328	216,624 215,449	295,956 308,168	322,369 375,488	307,474 339,794	258,634 306,186	2,650,702 3,168,065
1864	278,848	348,802 344,228	338,276 337,241	271,553 401,456	265,780 365,663	263,244 329,105	846,781 413,501	408,445 476,661	410,802 490,694	405 510 447,670	376;470 328;870	3,970,946 4,520,560
1866	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640 506,296	414,604 412,934	308,669 330,373	4,260,11
1868	8 304,315	375,210 826,880	862,783 415,758	333,952 369,236	284,977 325,501	313,021 321,013	398,993 392,942	464,778 456,973	511,820	410,826	390,671	4,509,251
1869		386,527 380,430	411,814	403,646 406,283	366,628 368,187	329,950 326,891	353,569	473,546	490,772	448,419	874 542	4,744,16
dilwaukee and St. Paul: 1867319,76	3 240,755	261,143	316,266	401,900	369,356	865,412	350,565	751,738	1,101,771	775,616	438,823	6,883,000
1868	0 330,400	333,508 420,951	436,412 460,288	565,718 630,844	458,191 678,923	423,398 586,531	522,682 525,547	1,024,045 724,782	1,037,464 1,040,102	556,917 801.195	468 880	7,250.660
1870396,17 Torth Missouri:	1 382,823	377,000	443,132	730,700	755,737	.636,434	*******			*******		*******
1869	94,927 1 196,207	136,263 239,161	149,184 269,490	139,000 259,000	150,416 208,493	******		******	*******	******		*******
hio and Mississippi: 210,82	Story Control	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	8,311,07
1865	3 239,139	313,914 326,236	271,527 277,424	290,916 283,130	304,468 253,925	349,285 247,262	344,700 305,454	350,348 278,701	372,618 310,762	412,553 302,426	284 319 281,613	3.793,00 3.380 58
1867	3 219,065	279,647 265,905	284,729	282,939	240,135	234,633	322,521 287,557	365,371 307,122	379,367 283,329	336,066 274,687	272,053 283,861	3,459,31 2,964,04
1869	6 216,080	221,459	252,149 214,409	204,620 218,639	217,082 223,236	194,455 192,364	275,220	292,803	328,044	298.027	254,896	2,915,54
1870		253,065	270,934	246,266	249,987	260,219	*******	*		**********	*******	
1869194,11 1870200,87	207,302 250,617	294,302 294,874	278,247 289,550	264,278 283,221	249,349 263,328	184,411 260,449			******	*******	*******	
hiladelphia and Reading: 1862192,21	6 217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,88
1863385,68 1864436,74	2 532,786	396,771 617,021	429,929 669,384	505,517 757,178	936,188	451,884 711,457	574,486 1,170,241	714,302 1,125,635	815,902 754,551	1.032,149	526,009 812,178	9,555,5
1865	608,305 1 725,967	116,215 779,198	923,283 861,604	416,341 -1,109,267	566,979 1,140,301	957,194 996,841	1,121,205	1,351,579	1,419,232	1,196,955 874,974		10,033 6
1867	88 534,561	703,618 651,019	836,603 817,750		903,974 744,188	864,637 314,472	693,104	873,153	956,658	837,351	586,779	9,256,2
1869	36 525,490	755,433	904,834	499,463		1,232,908	1,454,026					
1866178,15	20 155,898 58 149,342	192,138 174,153	170,485	168,699 171,736				198,884 219,160			177,364 180,971	
1867	183,392	149,164	188,162 155,388	. 130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,985,70
1869	23 127,817 93 158,788	175,950 172,216							111111111111111111111111111111111111111	7 7 1000 0 0 0 0		The State of the S
St. Louis and Iron Mountain:		105,033			E MILLIAMO			100	4 4	· · · · · · · · · · · · · · · · · · ·		77010
Toledo, Wabash and Western:	74 200,793	270,630	1000	The second	A	200		382,996	406,766	851,759	333,486	3,809,8
1868	12 265,137	257,800 242,705	286,825	260,529	298,344	283,833	3 484,200	450,203	429,898	323,270	399,439	4,013,20
1870	33 298,645	295,298						DASCHART TO THE	The second second			
1869	29 800,139	530 239				17.10.11.11.11.11.11.11.11.11.11.11.11.11.			10 May 1 May 1 May 2 May 2	W 100 Land	releases the seed and	
	900,109	539,238	706,603	746,450			• •••••	Tank and the		197. 1910-12	P) Jan J	2000

NATIONAL AND STATE SECURITIES.

ational Scourities Aug. 1, 1870. an of June 14, 1858 registered coupon an of June 22, 1860 registered coupon ans of Feb. 8, July 1, Aug. 3,261 registered and March 3, 1863 coupon egon War Bonds of March 2, 1861	{ \$20,000,000 } 7,022,000 }	5	1000					-		100000
oan of June 22, 1860 registered ans of Feb. 8, July 1, Aug. 3,61 registered and March 3, 1863 coupon coupon war Bonds of March 2, 1861	3		Jan. & July.	1874	1084	Massachusetts-Western R. R. Loan, sterling -Troy and Greenfield Loan, stg.	3,578,696	5	April & Oct.	'69-'88 '88-'90
ans of Feb. 8, July 1, Aug. 3, 21 } registered and March 3, 1863	7,022,000	5	46 44	1874	108	dollar	1,166,500	5	ii ii	190-194
regon War Bonds of March 2, 1861		5		1871		-Nor. & Worc. R. R. Loan	200,000 400,000	6	Jan. & July.	1877
	282,733,100 945,000	6 6	" "	1881 1881 1881	114	-B., H. & Erie R. R. Loan, stg.	290,400 171,000 117,000	5 5	Various	1900 1870 1872
an of Feb. 25, 1862 (5-20s)registered	498,760,750	6		1881 1882	iii	=	125,000 244,000	5	April & Oct. Various.	1873 1874
an of March 3, 1864 (5-20s)coupon (5-20s)registered		6	4 4	1882 1884	1126		162,000 50,000		June & Dec.	
(5-20s)coupon	3,130,100	6	66 86	1884	1111	-Union Fund Loan of 1861	200,000	6	Jan. & July.	1871
(5-20a) COUDON	108,415,950	6	66 66	1884 1884	110	: = :: :: :: ::::::	650,000 720,000	6	ce - 46	72-78
an of March 8, 1865 (5-20s)registered (5-20s)coupon	189,923,050	6	66 EE	1885 1886	1113	:: = :: :: 1862	1,430,000	6	4 4	1876
2d series (5-20s)registered	282,511,200	6	Jan. & July.	1886 1886	109g 110	-Back Bay Loan of 1862-'63	220,000	5	May & Nov. Jan. & July.	1880 1883
ad series (5-20s)registered	850,464,850	6	66 66	1887	I101	-Bounty Fund Loan of 1863 '64-'67, atg.	200,000 4,000,744	5	May & Nov.	1894
4th series (5-20s)registered	89,765,350	6	66 66	1887 1888	1101	-Coast Defense Loan of 1863	4,379,500 888,000	5	Jan. & July.	1894 1883
an of March 3, 1864, (10-40s)egistered		5	Mar. & Sept.	1888 1904	110	War Fund 5-20 Loan Three Years' Loan	3,505,000 919,324	6	Jan. & July. Mar. & Sept. Var.	1886 3 yrs.
cific R. R. Bonds(10-40s)coupon	194,567,300	5	"	1904	106	Michigan—Sault Canal Bonds	86,000	6	Jan. & July,	1879
rtificates of Mar. 2, 1867, and July 25, 1868. wy Pension Fund of July 23, 1868	45,420 000	3	***********	Dem.	TITE	-Renewal Loan	200,000 1,728,000	6		1878 '73-'83
		6		Due.		War Loan	896,000 463,000	7.7	May & Nov.	1886
		6	************	Due.	****	Minnesota—*Railroad Loan	2,275,000	7	Jan. & July. Jan. & July.	1883
casury Notes prior to 1857. casury Notes of 1857, '61 and '63	246,222 643,050	Val		Due.		Missouri—State Bonds proper —Consols. (interest)	453,000		Jan. & July.	'62-'90
rtificates of Indebtedness	5.000	6		Due.		Kailroad Loans	2,830,000 13,734,000	6	"	1887
		6 Vai		Due.		-S. W. Pacific, guarHan. and St. Jo. R. R. Loan	1,589,000 3,000,000	7	" "	'81-'87 '81-'85
S. Notes (greenbacks)actional Currency	. (JDO, 190, 220)	nil		Dem.		Nebraska-(No Account)	*******			
	00,101,001		************		***	New Hampshire—War Loan of July 1, 1861.	1,089,800	6	Jan. & July.	'69-'78
State Securities, latest dates.	168,900	6	May & Nov.	1872	76	· of Sept. 1, 1864	600,000 1,267,000	6	Mar. & Sept. April & Oct.	169-174
(extended)	2,414,800	6	Jan. & July.	183-185		New Jersey—War Loan of 1861 (free)	500,000 1,599,800	8	Jan. & July. Jan. & July.	1869
extended).	732,800	5	" " "	1886		of 1863 (free)	1,002,900	6	" " "	186~196
kansas—"State Bonds (Real Estate Bank)	886,000	6	April & Oct.	'94_'95 1861	100	New York—General Fund Stocks	593,409 700,000	6 7	J. A. J. & O.	1870
Hfornia—Civil Bonds of 1867	440.000	6	Jan. & July. Jan. & July.	1868 1877	118		800,000 1,189,781	6	44	1878 pleas.
—Soldiers' Relief Bonds	177.500	7	4 4	1880	1		900,009	6	46 44	1875
Bounty Bonds	982 000	7	"	183-185 183-185		-Canal Stocks	348,107 2,607,300	6	J. A. J. & O.	p'eas. 1872
nnecticut—War Bonds, My,'61,(10 or 20yr) Oct.'61,(10 or 20yr)		6	Jan. & July.	'71-'81 '72-'82	1004	–	5,726,800 2,250,000	6	66 66	1873
Nov., 1863	7,513,692	6	April & Oct.	1883 '74-'78		–	500,000	6	66 66 66 66	1875 1877
May 1, 1865, (free)		6	65 46	1885			900,000 2,035,800	5	44 44	1874
rida—State Bondsvarious) registere	1	8	Jan. & July.	Var. Var.	****	Bounty Stock	3,757,000 22,186,000	7 7	Jan. & July.	1877
orgia—State Bonds (W. & A. R. R.)	100,009	7	Jan. & July.	Var. 1870	91	North Carolina—State Bonds (old)	8,511,000 3,059,045	6	J.&J.orA.&O.	'69-'91 '92-'98
(A of Month 12 1860)		77	May & Oct. Jan. & July.	1870	91	·· (Chatham R. R.)	3,200,000	6	Jan. & July.	1900
(W. & A. R. R.)	1,519,000	6	4 4	1886 '68-'74	854	Ohio-State Loan (New York)	2,439,900 2,026,171	6	Jan. & July. Jan. & July.	1898 1870
(Atl. and Gulf R. R.)	734 000	6		1874		(")	1,600,000 4,095,309	6	11 11	1875
New Interna, Improvement Stock.	72,000	6	Mar. & Sept. Jan. & July.	1869 1870		Union Loan (Columbus)	2,400,000 400,000	6	May & Nov.	1886
Interest Honds	· 996.649	6	4 4	1877	1001	Oregon-Bounty Bonds	94,015	7	Jan. & July.	1884
-Liquidation Bonds	193,400 985,900	6	4 4	1865	100	Pennsylvania—State Stocks	2 707 910	6	Various.	1874 Due.
-Thornton Loan Bonds	104,000	6	4 4	1869 1879	100	:: = ::	2,797,910 }	5	Jan. & July.	1870
. —Ill. and Mich. Canal(sterling	792,222	6	44 44	1870 1870		Conpon Loans	4,724,000	5	Various.	772-782
Hann-State Stock	2,322,925	5	Jan. & July.	1866		-Inclined Plane Loan	112,000 400,000	8	April & Oct.	1882
—War Loan Bonds—State Bonds of 1858—War and Defense Bonds of 1861	210,000	6	Jan. & July.	1888 1868	****	-Redemption Loan of 1867	4,907,150 7,909,600	6	Feb. & Aug.	1872 1877
War and Defense Bonds of 1861 nsas War Bonds, 1861-'67	300,000 750,000	7	Jan. & July.	1881			9,273,050 910,200	6	4 4	1882
Territorial Debt Bonds	100 000	6	July.	83-'84	****	Military Loan	2,820,750	6	44	1871
	339,000	6	April & Oct. May & Nov.	1879		Rhode Island—War Loan of 1861	30,500 1,157,000	6	April & Oct. Mar. & Sept.	1871 1882
Military Bonds	160,000	6	April & Oct. Various.	69-173	****	- of 1863	214,000 776,000	8	April & Oct.	1888 1893
nisiana—State Bonds (Schools, &c.)	684,500	6	Jan. & July. Various.	1893		South Carolina—Fire Loan, 1838	881,000	8	Jan. & July. Feb. & Aug.	1894
(Charity Hospital)	86,000	6	Mar. & Sept.	1872	69	(stg.)	314,454 484,445	5	J. A. J. & O.	1870 1868
(Levees)	2 414 000	6	May & Nov.	1886 1907	78	-State House Loans	2,386,000 1,000,000	6	10	'71-'90 '75-'79
(Funding)	3,000,000	8	Various.	1908 86-'88	954	Blue Ridge R. RFunding Bonds TennesseeState Bonds	1,282,971	6	April & Oct.	°70-'90
ina-Clivil Loans	250,000	6	Mar. & Sept.	69-'74			1,898,640 259,160	51	24 86	2 252
-War Loan of 1861	800,000	6	4	75-'78 1871	97# 101#	-Railroad Loans	1,706,000 25,903,000	6	Jan. & July.	long.
1863	525,000	6	Mar. & Sent. June & Dec.	1883 1889	97	-Railroad Endorsements	2,172,000	6	4 4	Var.
Town of 1963	475 000	6	Feb. & Ang.	1880	98 984	Texas—No legal debt	4,677,950	6		
ryland—Sterling Bonds of 1838	- 2,252,112	5	J. A. J. & O.	1865 89-'90	****	Vermont—State Bonds	1,026,000 201,000	6		71-78 71-78
-Currency Bonds of 1837	1,214,580	6		89-'90 1890		Virginia - State Stock	20,653,962 10,963,000	6	Jan. & July.	long.
1827	24,000	5	4 4	1880	954	eta	2,331,500	5	ta	1070
1838-39	525,008	6	44	70-'85 89-'99	954	-Funding Stock	2,880,801 8,446,000	6	- 14	1870 80-190
-Defense Loan of 1864-'68	46,232	6	4 4	1890 1883	79	West Virginia—No Debt	1,785,380	8	Jan. & July.	var.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	ate	Interest		Due	Prid	Description of Bonds	Amount.	Rate	Interest	7271	P	Peda
	13	*	When.	Where.	A	A		1.11	B	When.	Where,	-	1
dirondack:	4017 000	30				***	Catawissa:	4077 000	in.	Esh & Ana	Philadelphia.	1882	9
lst Mortgage bany and Susquehanna:	\$915,000	7	Jan. & July.	New York.	1886		1st Mortgage	\$371,000	7	A Physical Country I	COMO DOSSAL KOM	13301	1.
1st Mortgage	1,000,000		Jan. & July. May & Nov.	New York.	1888		1st Mort. (C. F. to Waver. 14 m.)	294,000		April & Oct	New York.	1885	
ad Morteness for \$0.000 000	1,000,000 2,000,000		April & Oct.	4 4	1895 1885	93	lst Mort. (W. to Minn. L. 67 m.) Cedar Rapids and Missouri River	1,407,000	7	Jan. & July	PA. 10/67 JAL 0	-800	1.
3d Mortgage	175,000		May & Nov	44 44	1889		1st Mortgage	3,586	7	Jan. & July	New York.	1916	1
General Mortgage	2 785 000	70	Jan. & July	New York.	1000		Central Branch Union Pacific:	1,600,000		May & Nov	New York.	'95-'98	8
1st Mortgage Eastern Ex	59,000	1.0	Jan. & July	New Tork.	1896		1st Mort. (Atchison & Pike's P. 2d Mortgage Governm't subsidy			Jan. & July		95-96	6
Bonds to State of Pennsylvania.	3,500,000			***********			2d Mortgage Governm't subsidy Central of Georgia:	H00.000	1100	March & Sept	Bavannah.	1875	1
ndroscoggin: 1st Mortgage	425,000	6	April & Oct	Portland.	1890		1st Mortgage Central of New Jersey:	786,000	1	march & Sept	National States	01.10U	
1st Mortgagetlantic and Great Western:	1 2 00		January D. Co.				1st Mortgage	900,000	7	Feb. & Aug	New York.	1870	1
1st Mortgage (New York) 1st Mortgage (Pennsylvania)		7	April & Oct	London.	1879 1877		2d Mortgage New Loan for \$5,000,000	1,500,000	7	May & Nov Feb. & Aug		1890	1
1st Mortgage (Ohio)	6,000,000	7		New York.	1876		Central Ohio:	L IRAN	150	Marchael Street	ord under A.S. Edward	1800	1
1st Mortgage (Franklin Branch) 1st Mortgage (Buffalo Extension)	0,000,000	1 4	June & Dec	London.	1882		1st Mortgage Central Pacific of California:	2,500,000	6	March & Sep	New York.	1890	1
1st Mortgage (Silver Creek Br.).	1	7	March & Sept	. "	1884	****	1st Mortgage (on 725 m.) free	26,010,000	6	Jan. & July	New York.	1895	1
2d Mortgage (New York)	9 000 000	7	April & Oct		1881		2d Mortgage (paid by Cal.) Convertible bonds	1,500,000	7			1885 1883	
2d Mortgage (Pennsylvania) 2d Mortgage (Ohio)	3,000,000	1	Jan. & July	London.	1882 1883		National Loan	1,500,000 26,010,000		4 4	4 4	1895	
2d Mortgage (Ohio)	20,000,000	7	* April & Oct		1895		Charlotte and South Carolina:	0.000	10	San San San	Non Non	1000	1
2d Consolidated Mortgage Income Mortgage	7,000,000 8,701,800	5	# 44 44 # 44 44	66	18-		1st Mortgage for \$500,000 Cheraw and Darlington:	. 334,000	0 7	Jan. & July	New York.	1880	1
tlantic and Gulf:	0,101,000	1.			18-		1st Mortgage	150,000	0 7	Jan. & July	. Charleston.	1870	
1st Mortgage Consolidated	2,000,000		- 4 -	New York.	1898		Chesapeake and Ohio (Va. Cent.):	1	Land to the same of	NEW THE PERSON	1900	
tiantic and St. Lawrence: Portland City Loan (skg fund)	1,500,000	0	Various.	DANV	168-170	99}	1st Mortgage for \$15,000,000		. 6	May & No	V. New TOTAL	1000	
2d Mortgage	1,614,500		April & Oct	B. & N. Y. Portland.	1866	993	Company bonds	. 771,80	0 6	Jan. & Jul	y. Boston.	75-78	10
2d Mortgage, sterling	885,500	6	May & No	London.	1866		Chester Valley:	1	A.		v. Philadelphia	1872	3
Sterling Loan	1 2 2	0	May & Nov		1878	1	1st Mortgage Chicago and Alton:	. 500,00	0 7			1012	9
Loan of 1855	863,256			· Baltimore.	1875	94	1st Mortgage, pref. sinking fun-	402,00	0 7	May & No Jan. & Jul	v. New York.	1877	
Loan of 1850 Loan of 1853	579,500		" "	66	1880	94	1st Mortgage	2,400,00	0 7		y. " " "	1893 1883	
Baltimore City Loan of 1855	5.000.00	0 0	Jan. & July		1885 1890	93	Income bonds (2d Mortgage) Chicago, Burlington and Quincy	: 1	00 7	April & O	The state of the s	1	
Northwestern Va. R. R. 2d Mor Northwestern Va. R. R. 3d Mor	458,50	0 6		- 44	1873		Trust Mortgage	3,078,00			y. New York.	1883	
Bay de Noquet and Marquette:	140,00	0 6		- "	1885	***	Trust Mortgage, convertible	150.00		July.	Frankfort,	1883 1890	
1st Mortgage Income	. 250,00	0 8	April & Oc	New York.	70-7	1	2d Mortgage	680,00		March & Se			
ellefontaine:							Chicago, Cincinnati and Louisv.	2		The state of the state of	A Line Street	1000	
1st Mortgage (B. and Ind. R.R.) Reliefonte and Snow Shoe:		0	Jan. & July	New York.	70-19		1st Mortgage for \$1,000,000 Chicago and Great Eastern:	400,00	00	Jan. & Ju	y. New York.	1887	
1st Mortgage Selvidere Delaware:	- 99,00	0 6	Jan. & July	Philadelphia	1876		Construction	400,00	00	April & O	ct. New York.	1895	,
Selvidere Delaware:	1,000,00		Do				Income	300.00			" "	1895	
1st Mortgage (guar. by C. & A 2d Mortgage (guar. by C. & A	500,00		June & De March & Sep	t. Princeton.		85 83	Unicago, Danville and Vincenne	8:	00	* April & O	et New York	1909	
3d Mortgage (guar, by C. & A Blue Ridge, S. Car.:	.) 745,00		Feb. & Au	g. 4	1887	84	Chicago, Iowa and Nebraska:		00	The Part of Land		-	
1st Mortgage of \$2,500,000		1	Jan. & Jul	Charleston	1000	1	1st Mortgage	1,110,0	00	Jan. & Ju	ly. New York	1881	
1st Mortgage of \$2,500,000 Boston and Albany :	*********		Jan. a Jul	Y. Charleston	1898		Chicago and Milwaukee , (45 m'le 1st Mortgage (C. and N. W.)	397,0	00	May & No	v. New York	. 1874	
Sterling Loans	- 2,051,52	00	5 April & Oc		'69_'		Chicago and Northwestern:					1000	
Boston, Clinton and Fitchburg.	798,00	1	6 " "	Boston.	1875		Pref. sinking fund b'ds (193 m Funded Coupons	1,249,5		7 Feb. & A	ng. New York		-
1st Mortgage Boston, Concord and Montreal:	400,00	00	6 Jan. & Jul	y. Boston.	1884		Heneral 1st Mortgage	1 2 504 5		7 Feb. & A	192. 41 41	1883 1885 1885 1885 1874 1884 1878	5
let Mort (Cone to War 71 m	204,00	2	7 Feb. & Au				1st Mortgage, Appleton Ext	184,0	00	7 "	4 4 4	1885	
2d Mort. conv. (1st M. on 224 n	100,00		7 Feb. & Au 6 Jan. & Jul		. 1865 1870	94	Equipment Bonds	300,0		April & C	et. " "	1874	i
2d Mort, conv. (1st M. on 22) n	250,00	00	7 4 4	New York	1870				000	7 Jan. & Ju	ly. " "	1884	1
1st Mort. (Conc. to War. 71 m. 2d Mort. conv. (1st M. on 22½ m 2d Mort. conv. (1st M. on 22½ m Sinking Fund Mortgage. Boston, Hartford and Erie:	496,0	00	6	Boston.	1889	89	Elgin and State L. purchase b Consolidated sinking fund bor	ds 189,0		F. M. A. &	Rock March 1995	1915	
18t MORGAZE (OIG)		00	7 March & Se	pt. Boston.	1884	63	Equipment Bonds	1,375,0			ov. " "	'68-	77
1st Mortgage (new) for \$20,000,0 Boston and Lowell:	00		7 Jan. & Ju	у. "	1899		1st Mort. (Gal. & Chic. U. R.	R.) 1,919,0	000	7 Feb. & A	ug. " "	1882 1875	2
Convertible bonds	101,0	00	6 Jan. & Ju	y. Boston.	1873		2d Mort. (Gal. & Chic. U. R. last Mortgage (Peninsula R.R.			7 May & N 7 March & Se	nt. " "	1898	8
Scrip certificates	366,0	00	3 April & O	ct. "	1873		1st Mort. (Chi. & Mil. R. W. 85	m) 1.098.0	100	7 Jan. & Ju		1898	8
Wharf purchase bonds Buffalo, Bradford and Pittsburg	200,0	00	6 " "	"	1879			R.) 363,0	000	7 " "	550 M. Kar	1888	3
1st Mortgage		00	7 Jan. & Ju	ly. New York	. 1886		1st Mortgage (C. & R. I. R.R.	1.397.0	000	7 Jan. & Ju	ly. New York	. 1870	0
Buffalo, Corry and Pittsburg:	2000	-	M. Johnson 20	and the state of the last	-		1st Mort. (C., R. I. and P. R. I. Chillicothe and Brunswick:	R.) 7,375,0	000	7 "	" "	1896	6
1st Mortgage (B., C. & P. of P. 1st Mort. (Buff. & O.C. Cross-co	a.) 100,0 at) 600,0		7 Jan. & Ju	New York	18-		1st Mortgage	500,0	1	May & N	ov. New York	1894	4
Buffalo and Erie:			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Compile Land Inc.	-		Cincinnati, Dayton and Eastern	1: 000,0		C. S. C. C. C. 103	ANNERS AND S	ber sadd	
Co. bonds (Buff. and State Lin Co. bonds (Buff. and State Lin		000	7 June & D 7 May & N	ec. New York			Cincinneti Hemilton and David	465,0	000	7 Feb. & A	ug. New York	1896	6
Co. bonds (Buff. and State Lin	ne) 200,0	000	7 Jan. & Ju	ly. a a			2d Mortgage (1st Mort, paid).	on: 1,250,0	000	7 May & N	ov. New York	. 1880	0
Co. bonds (Erie and Northeas	t). 300,0	100	7 Jan. & Ju 7 March & Se	pt. " "	1886		3d Mortgage	500,0	000	8 Jan. & J	ily. " "	1888	5
Buffalo, New York and Erie: 1st Mortgage	2,000,0	000	7 June & D	ec Nam Voul	1000		New Mortgage	282,0	000	7 "		187	7
2d Mortgage	380.0			ec. New York	k. 1877		1 1st Mortgage	9 500 6	000	7 June & I	ec. New York	L. 189	2
Burlington, Cedar Rapids & Mir 1st Mortgage		-	02 4 5 5 5 5 5 5 5 6	THE PERSON NAMED AND ADDRESS OF	14		2d Mortgage Cincinnati and Indianapolis Ju	2,000,			aly. " "	177	78
Burlington and Missouri River:	- 100	100	WE CONTRACTOR		k. 1919				000	7 Jan. & J	aly. New York	k. 188	8
Land Grant Mortgage	4,090,		7 April & C	ct. New Yor		8	2d Mortgage	800,	000	7 March & B	ept. "	189	13
1st Convertible bonds 2d Convertible bonds	600,0		7 Jan & Ju	uly. " " "	1870)	lst Mortgage (Newcastle Br.	250,	000	7 June & 1	Jec. " "	188	4
3d Convertible bonds	958,			4 4 4		10	1st Mort, (guar, by I. C. & I.	af.) 400,	000	7 Jan. & J	uly. New Yor	k. 189	15
California Pacific: 1st Mortgage, sinking fund	14104	00	Ser Marian	- Trend (10)(6)	100		Cincinnati, Richmond & Chica	go:	000	A Live way	(a) Kanga Les	Total Drail	ũ
Camden and Amboy:	2,250,	000	-70 Jan. & Ju	lly. New Yor	k. 188	9		560,	000	7 Jan. & J	uly. New York	k. 189	0
Stanlan a Bonda alver franci Cook	250 1,632,			lly. London	188	0	lat Mortgage	1,300,	000	7 May & N	lov. New Yor	k. 189	38
Loan for 4800 000	200 1,846,	000	6* March & Se	pt. "	189	4	Cincinnati, Sandusky and Cler	7.:	1000	L6 1,0 1,0 (0,0 (10)	Committee of the Parket	5-45-55	ä
Loan for \$675,000	323,		a 1	44 44 4	k. 187	0 9	1st mortgage	976	000	7 June & 1	Dec. New Yor	k. 189	,O
Loan for \$1,700,000	1,700,	000	6 Feb. & A	ng. "	187	3 9	1st Mortgage	425	,000	7 June &	Dec. New Yor	k. 168-	
Sering Loan, asg fund £308, Loan for \$800,000. Loan for \$675,000. Loan for \$1,700,000 Loan for \$2,500,000 Consol. Mortgage for \$5,000,00 Camden and Atlantic:	867,	000	6 May & N	OV. "	1200	9 9	Cleveland and Mahoning	1 1		L. L. Carlotte	und Sonowing	Liethan	70X 100
Camden and Atlantic:	4,665,	940	6 June & 1	Dec. "	188	8 8	1st Mortgage	850,	,000,	7 Feb. & A	ept. "	k. 187	
				ly. Philadelpl	nia. 187	3	3d Mortgage Hubbard Branch, 1st Mortg	ge. 147.	,500		uly. "	188	
ad Mortgage	500,		7 April &	et. a	188		Cleveland and Pittsburg:	E U al	Acres 1	1962 1975 1975 1975	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	North Control	m
Camden and Ruelington Count		-		CONTRACTOR OF THE PARTY OF THE	BUILD STREET	11.04	11 20 Mortgage (or lat Extension	n) 1 1 190	000	a Imarch & F	WIND INDEX YOU	Be 1187	
2d Mortgage	000 306	000	a Feb. A. A	ng Philadelph	16 1 000		2d Mortgage (or let Extension) 3d Mortgage (or 2d Extension) 4th Mortgage (or 3d Extension) Consol. S. F. Mort. (\$6,000,00	2 507	000	May 4	Nov.	107 187	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate			Payable.	Due	Price	Description of Bonds.	Amount.	ate		Payable.	Due.	
		-	Whe	n.	Where.	-	14	-Laborate the state of the	14	M	When.	Where.	9	-
ev., Painesv. & Ash. (L. Shore):	4500,000	7	Ton Ac	Toly.	New York.	1994	202	Erie:			44414	The Dealer	-	
nt Mortgaged Mortgage	1,000,000	7	Jan. &	45	44 44	1874 1880	928	1st Mortgage	\$3,000,000 4,000,000		May & Nov.		1897	
Mortgage	1,000,000	7	April &	Oct.		1892	91	ad Mortgage	6,000,000		March & Sept.	4 4	1879 1883	
eland & Toledo (Lake Shore):	19,000	7	A unil &	Oat	Now York	1000		4th Mortgage	4,441,000	7	April & Oct.	4 4	1880	-
Mort. (Junc. R. R. 1st Div.) . Mort. (Junc. R. R. 2d Div.) .	13,000		April & June &			1867 1882	.4	oth Mortgage	926,500	7	June & Dec.	" "	1888	3
Mortgage N. E. (Ulev. & Tol.)			Jan. &	July.	4 4	1885	1031	Buffalo Branch Bonds	186,400		Jan. & July.	44 44	1891	L
Mortgage (Clev. and Tol.)	1,000,000		April &			1886	1008	Erie and Pitisburg:	4,544,444	0	March & Sept.	London.	1875	
imbia and Augusta:			1000		Contract Contract	1		1st Mortgage	900,000	7	Jan. & July.	Philadelphia.	1882	
t Mortgage for \$1,000,000 umbus, Chicago & Ind. Cent.:	410,000	1	Jan. &	July.	New York.	1888		2d Mortgage	700,000	7	April & Oct.	4 made par	1875	
onsol. 1st Mortgage skg fund.	15,000,000	7	April &	Oct.	New York.	1908	83	New Mortgage Evansville and Crawfordsville:	859,000	7	Jan. & July.	-64	1893	
imbus and Indiana Central:	- 1				A SUPPLIED S	1000	80	1st Mortgage of 1852	850,000	7	Ton & July	Mr. Work	1000	
Mortgage	821,000		May &	Nov.	New York.	1886	66	1st Mortgage of 1854 Rockville Extension 1st Mort	740,000	7	Jan. & July. May & Nov.	New York.	1869 1869	
come Bonds	1,243,000	7	4			1881		Rockville Extension 1st Mort	150,000		Feb. & Aug.	4 4	1881	
ambus and Hocking Valley:	262,500	7	Jan. &	July.	New York.	1897	1.70	Fall River, Warren & Providence:					1	
t Mortgage onsol. 2d Mortgage skg fund ambus and Xenia:	5,000,000		Feb. &	Aug.	4 4	1909	****	1st Mortgage	200,000	7	- & -	Providence.	18-	
mbus and Xenia:			2000 20		ALLENS OF THE			1st Mortgage guaranteed	100,000	6	- & -	Delmonton	10	
t Mortgage for \$500,000	248,000	7	March &	Sept.	Columbus.	1890		1st Mortgage guaranteed Flint and Pere Marquette:	200,000	0	_ ~ _	Princeton.	18-	,
racticut and Passumpsic Day.	500,000	a	Inna &	Dog	Roston	1070		1st Mortgage	1,520,500	7	- & -	New York.	18-	,
t Mortgage sinking fund otes of '66 and '67, free	295,000	6	June &	Dec.	Boston.	1876 '76-'77	941	Galena & Chic. Umon (C.N.&W.): 1st Mortgage	1 010 000	-	70.7	146 Oct. 150		
necticut River:	200,000			1		10-11	100	2d Mortgage	1,919,000	7	Feb. & Aug.	New York.	1882	
t Mortgage	250,000	6	March &	Sept.	Boston.	1878	98	Georgia:	1,029,000	7	May & Nov.		1875)
necting:			Januar .	-	****		00	Bonds	592.000	7	J. & J.	Augusta.	70'-	
t Mortgage guaranteed	1,000,000	6	Jan. &	July.	Philadelphia.	1896	86	Grand Rapids and Indiana:			0.40.	-Augusta-	10-	
berland and Pennsylvania: t Mortgage for \$1,000,000	875,000	A	March &	Sant	New York.	1891		1st Mortgage	167,000	7	Jan. & July.	New York.	1886	ŝ
Mortgage sinking fund	799,000	6	May &		" " "	1885		Grand River Valley:	1 000 000	-	Tun 6 T.1			
nberland Valley:							****	1st Mortgage, guaranteed Grand Trunk (Ca.):	1,000,000		Jan. & July.	New York.	1886	j
t Mortgage	161,000	8	April &	Oct.	Philadelphia.			1st Preference Ronds	12,573,661	5*	Jan. & July.	London.	18-	
Mortgagebury and Norwalk:	109,500	8	65			1904		2d Freference Bonds	7,355,986	5*	44 66	44	18-	
t Mortgage	100,000	7	Jan. &	July.	New York.	1880		3d Preference Stock	3,414,094	4*	4 4	- 44	18-	
v., Urbana, Blooming. & Pekin:	200,000					1000	****	Equipment Bonds	2.433.333	4*	April & Oct.	"	18-	
t Mortgage sinking lund	2,000,000	7	Jan. &	July.	New York.	1908		Postal and Military bonds	5,840,000	O-	Feb. & Aug.		18-	
ton and Michigan:	0.000.000				N W	1004		Great Western of Canada:			The state of the s	2.5	10-	
Mortgage sinking fund Mortgage	2,802,000 642,000		Jan. & March &		New York.	1881 1884		Government Loan £573,688	2,782,387	6*	- & -	Ottawa.		
Mortgage	700,000		April &		44 44	1888		Mortgage Bonds £615,200 Mortgage Bonds £547,000	2,983,720	6*		London.	773-"	7
ton and Union:	4.		pin -	000	44 mm	2000		Stock Debentures £46,700	2,652,950 226,500	54	_ & _	44	777-	7
t Mortgage, registered	149,000	7	March &		New York.	1879		Great Western of Illinois:				4	irred	Ä
Mortgage	135,000	6	June &	Dec.	44 44	1879		1st Mortgage (W. Div.)	1,000,000	10	April & Oct.	New York.	1868	
ton and Western:	252,445	0				1879		1st Mortgage (E. Div.)	45,000	7	Feb. & Aug.	44 44	1888	
t Mortgage	275,000	7	March &	Sept.	New York.	1882		2d Mortgage	1,455,000 2,500,000			4 4	1888	
Mortgage	463,000		Jan. &			1905		Greenville and Columbia:	2,000,000	1	May & Nov.	4. 4	1893	
aware:	F00.000				DI D			1st Mortgage	1,000,000	7	Jan. & July.	New York,	1886	
t Mortgage	500,000 100,000	6	Jan. &	July.	Philadelphia.	1875		Hannipal and St. Joseph:					1000	
ate Loan	170,000	6	66	44	46	1875 1876		Land Mortgage Convertible bonds	1,900,000	7	April & Oct.	New York.	1881	
xtension Mortgage	100,000	6	46	**	- 66	1880		Eight per cent. Loan	800,000 860,000	7	Jan. & July.	4 4	1883	
aware, Lackawan. & Western:					Total Section			Ten per cent. Loan	1.000,000	10	4 4	4 4	1874 1872	
t Mort. (L. & W.) for \$900,000. t Mort. (East. Ext.) \$1,500,000.	564,000		Jan. &	July.	New York.	1871	100	Ten per cent, Loan	500,000	10	- &	66 66	1869	
Mort. (General) for \$2,000,000.	1,111,000	7	April & March &	Oct.	41 41	1875 1881	984	1st Mort. (Quincy and Palmyra) 1st Mort. (Kan. City & Cameron)	500,000	8	- &	4 4	18	
Moines Valley:	1,000,000		MLATCH &	sept.		1001	94	Harrisburg and Lancaster:	1,200,000	10	- &	4 4	1891	
t Mortgage (on 154 miles)	2,310,000		April &	Oct.	New York.	1877		1st Mortgage, guaranteed	700.000	0	Jan. & July.	Philadelphia,	1000	
eome Bonds	462,000	7	Jan. &	July.	44 44	1884		1st Mortgage, guaranteed Hartford and New Haven:	100,000	0	oan, a oury.	Finiadeiphia,	1999	
of and Milwaukee:	0.500.000	*	W 4	**	37	1000		1st Mortgage Hartford, Providence and Fishkill:	927,000	6	Jan. & July.	New York.	1873	
Mortgage, convertible	2,500,000	7	May &	Nov.	New York.	1875 1875		1st Mort (R. Island 26 22 m)						
t Mortgage Funded Coupons .		7	Jan. &		44 44	1875	****	1st Mort. (R. Island 26.32 m.) 1st Mort. (Connecticut 96.04 m.)	481,000 1,574,500		Jan. & July.	Providence.	1876	
Mortgage Funded Coupons	377,115	7	May &	Nov.		1875		Hempheid:				Hartford.	1876	
onds of June 30, 1866, (cond)	1,861,639	6			44 44	1886		1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1872	
t Mortgage Funded Coupons Mortgage Funded Coupons onds of June 30, 1866, (cond) roit, Mon. & Tol. (M.S & N.I.)	004 000	9	Dale to	A	Warm Wark	1000		Housatonic:						
Mortgage. olt and Pontiae (Detr. & Mil.):	924,000		Feb. &	Aug.	New York.	1876	921	1st Mortgage	191,000	7	Jan. & July.	Bridgeport.	1877	
Mortgage	100,000	7	Jan. &	July.	New York.	1878	111	Liouston and Texas Central:	100,000	7		4	1885	
Mortgage	150,000	3	April &	Oct.	46 46	1878	****	1st Mortgage (L.G.) sinking fund	2,600,000	7*	Jan. & July.	New York.	1891	
Mortgage uque and Sioux City:	250,000	8	Feb. &	Aug.	u u	1886		Hudson River:				AUK.	1001	
t Mortgage (1st Division)	300,000	7	Jan. &	July	New York,	1883		1st Mortgage	1,936,000	7	Feb. & Aug.	New York.	1870	
Mortgage (construction)	660,000	7	44	u		1894	96	3d Mortgage	2,000,000 183,000	7	June & Dec.	4 4	1885	
king Fund (convertible)	1,000,000	7	May &	Nov.	4 4	1888		Huntington and Broad Ton Mt. · 1	100,000		May & Nov.		1875	
uque Southwestern:	100	_		_	N			1st Mortgage	416,000	7	April & Oct.	Philadelphia,	1870	
Mortgage, preferred Mortgage, ordinary	200,000	7 7	Jan. &	July.	New York.	1895		2d Mortgage Consol. Mortgage	367,500	7	Feb. & Aug.	44	1875	
Brandywine & Waynesburg:	200,000			-		1895		Hunois Central:	887,045		April & Oct.		1895	
Mortgage	140,000	7	Feb. &	Aug.	Philadelphia.	1882		Construction	3,187,500	7	April & Oct.	Now West	1082	
Pennsylvania:				-			****	Construction	332,000	6	" a Oct.	New York.	1875 1875	
Mortgage, Sinking Fund Tennessee and Georgia:	506,900	7	April &	Oct.	Philadelphia.	1888		Redemption	2,500,500	6	44 44		1890	
nnessee Loan (old)	1.037.000	0	Ton 4	Turke	Non Vanh	1000	1		2,500,000	6*	44	London.	1875	
nnessee Loan (1866)	1,037,000	6	Jan. &	uly.	New York.	1882 1898		1st Mortgage	300 000		Woh &	A 10 Sec. 1		
rtgage (old)	640,000	6	44	44	4 4	1880	****	indianapone, Cin. and Lainvette: 1	300,000	7	Feb. & Ang	New York.	1882	
etange (new)	136,400	7	"	66	u u	1880		1st Mortgage	2,500,000	7	Jan. & July.	New York.	1886	
Tennessee and Virginia:	1 500 000	0	Tow .	T-1	Mary W.			18t Mortgage (Ind. and Cin.)	500,000	7	April & Oct.	" " "	1888	
nnessee Loan (1866)	1,599,000	6	Jan. &	July.	New York.	1888		Indianapolis, Crawfordsv. & Danv.: 1st Mortgage	1 1000	27	Market State of the	2000000		
nessee endorsed bonds			á	66	4 4	1898 18—	****	Indianapous and Madison:	1,500,000	7	Jan. & July.	New York.	1888	
m:	1			1	Wall to the later of	40-		1st Mortgage	612,000	-	May & No.	resident Pales	1001	
te Loan (1st Lien)	275,000	5	J. A. J.	& O.	Boston.	68-172		Iowa River:	012,000	7	May & Nov.	New York.	1881	
Mortgage, (convert. sterling)	420,000	9.	Jan. &	July.	London.	1872		1st Mortgage (Eldora R. R.)	272,000	7	Jan. & July.	New York.	1888	
Mortgage, convertible	78.4,000	6	Feb. &	Aug.	Boston.	1874	971	Jackson, Lansing and Saginaw:	To Control	233	10 mm	THOM TOLK	1000	
Mortga e. (Essex Railroad) . nds of 1868	500,000	6	Jan. &	Bont.	4	1876		Jeffersonville (J. M. & L):	1,495,000	8	Jan. & July.	New York.	1884	
Sald and Kentucky:	300,000	9	March &	pehr'	SECTION PROVIDE	1889	961	2d Mortgage	90×000	21		(Million Balls II)		
	870,000	6	Jan. &	July.	New York.	18-	1	Jeffersonville, Madison & Indian.	397,000	7	April & Oct.	New York.	1873	
	190				of Mornison and	-0	••••	1st Mortgage	1,961,000	7	April & Oct.	Now Voels	1906	
Mortgage	1,050,000				Philadelphia.	1880	92	Jonet and Unicago:	-10021000		Table of Oct	New York.	1900	
ome Bolles	570,000	0	April &	Oct.	1.00	1872	60	Joliet and Northern Indiana:	500,000	8	Jan. & July.	New York.	1883	
Mortgage (Bangor to Winn.)				37.2				1st Mortgage, guaranteed	-	-				

An Asterick (*) affixed to rate of interest signifies 'Pavable in Coin,"

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Description of Bonds.	Amount.	ate	-	18 P8	ayable.	Due.	Price	Description of Bonds.	Amount.	ate.	Interest		Due.	rice,
William March M. T. Company	4 "	H	When.		Where.	A	A	Mary Who willy - May	1 2 1	R	When.	Where.	Q	A
unction, Philadelphia: 1st Mostgage, guaranteed Kentucky Central:	800,000	6	April & O	et. P	hiladelphia.	1896	89	Mobile and Montgomery: 1st Mortgage Mobile and Ohio:	\$1,200,000	8	May & Nov.	New York.	1888	
1st Mort. (Covington & Lexing.)	\$128,000	7	- & -	_]	New York.	1873		1st Mortgage, Sterling	4 700 000	6*	May & Nov.	London.	1882	
2d Mortgage (do.)	794,000	7	- & -	-	4 4	1883		1st Morigage, Sterling S Tennessee Loans	4,593,000	8*	4 4	Mobile.	1882	1
3d Mortgage (do.)	237,000	7	- 4 -			1885	****	Income of '61, '62, '65 and '67	1,669,800 388,900	8	Jan. & July. May & Nov.		1891	
1st Mortgage, sinking fund, conv	400,000	8	May & N	ov.	New York.	1879	99	Liquidation (10 year) bonds	556,421	8	"		1867 1876	
Knoxville and Charleston: Tenn. State Loan	450,000	6	Jan. & Ju		New York.	1898	1 18	Interest bonds	697,900		u u	Mobile.	1882	1
Knoxville and Kentucky:	19 8		oan. a se	uy.	New Tork.	1090		Montgomery and Bufala: 1st Mortgage, endorsed by Ala	129,000	8	March & Sept.	New York.	1886	
Tenn. State Loan (old) Tenn. State Loan (new)	1,310,000	6	Jan. & Ju	ily.	New York.	1890		1st Mortgage, endorsed by Ala Montgomery and West Point: Income Bonds	100.000	197	Distriction Co.		FERM	
Lackawanna and Bloomsburg:	10.0	6		-		1898		Income Bonds	306,900	8	Jan. & July.	New York.	1871 1876	
1st Mortgage	900,000		Jan. & Ju	ıly.	New York.	1875		Mortgage Bonds	306,900 719,500	8	u u		1881	1:
1st Mortgage (Extension) 2d Mortgage	400,000		April & C	pt. I	Philadelphia,	1885 1880	****	Morris and Essex:	WALL TEN		Man & Non	Now Wash	4100	
2d Mortgage (Extension)	400,000		May & N	ov.	44	1890		1st Mortgage, Sinking Fund 2d Mortgage	3,000,000	77	May & Nov. Feb. & Aug.	New York.	1915 1891	10
Lake Erie and Louisville:	500,000	-	Ton 6 Y.	.1	N 37		111	Nashville and Chattanooga:	KOTE NO	120	THE PROPERTY OF	The state of the state of	0.775	1.
1st Mortgage for \$1,600,000 Lawrence:	500,000	7	Jan. & Ju	my.	New York.	1893		1st Mortgage, endorsed by Tenn. Tenn. State Loan	1,569,000	6	Jan. & July.	New York.	1890 1892	1.
1st Mortgage	. 360,000	7	44	u	Pittsburg.	1886		Tenn. Coupons Funded	426,270		" "		1892	1:
Lehigh and Lackawanna: 1st Mortgage (tax free)	200,000	-	Feb. & A	nce 1	Philadelphia.	1907	001	Nashville and Decatur:	0 405 170		You & Yorke	Now Work		1
Lehigh Valley:	200,000	1	100	-	r mraderbina	1897	89‡	Tenn. State Loan			Jan. & July. April & Oct.	New York. Nashville.	1870	Π,
1st Mort. (exchangeable for new	1,262,000	6	May & N	lov.	Philadelphia		100	2d Mortgage	500,000	6	i u	New York.	1887	1:
New Mortgage, free of taxes 1st Mortgage (Hazleton)			June & I Jan. & J		"	1898	971	Nashville and Northwestern:	0 670 000	0	Ton & Tule	Now York		1
Little Miami:	1	1		-		1878	96	Tenn. State Loan	792,050	0 6	Jan. & July.	New York.	88-'9 '71-'8	9.
1st Mortgage Cincinnati Loan				Vov.	New York.	1883		Naugatuck:	110	1	1900	Dela	1.00	7
Little Rock and Fort Smith:	1	6			Cincinnati.	1880		1st Mortgage, Convertible Newark and New York:	. 166,00	1	Jan. & July	Bridgeport.	1876	ŀ
1st Mortgage for \$3,500,000 Little Schuylkill:		6	*		Boston			1st Mortgage	. 600,00	0 7	Jan. & July	New York.	18-	1
Little Schuylkill: 1st Mortgage, sinking fund	807,500	7	April &	Oct	Philadelphia	1877		Newburg & New York (Oct.1,'68) 1st Mortgage	250,00	0 "	Jan. & July	New York.		1
Long Island:		1					99	New Bedford and Taunton:	200,00	1	Jan. & July	Mew TORK	18-	1
1st Mortgage Hunter's Point Extension	- 500,000				New York.	1875		1st Mortgage	174,00	0 6	Jan. & July	Boston.	1881	1
Glen Cove Branch	175,000		May & N	lug.		1890 1893		I New Brunswick and Canada:	1 100 00	0 0	May & Nov	London.	1867	1
Conjeyille, Cincin, and Lexington	1:	1						1st Mortgage, Sterling £220,000. Newcastle and Beaver Valley:	1,100,00			10	1901	1
1st Mortgage for \$3,000,000 Louisville and Frankfort:	2,628,000	1 2	Jan. & J	uly.	New York.	1897		1st Mortgage for \$150,000	. 125,00	0 7	May & Nov	. Philadelphia		1
1st Mortgage	. 88,000	6	Jan. & J	ulv.	New York.	70-7	8	2d Mortgage for \$100,000 New Haven and Darby:		0	March & Sept	12 = 1/ =	1877	1
1st Mortgage	100,000			4	66 46	1881		1st Mortgage New Haven and Northampton:	. 300,00	0 7	May & Nov	New York.	1888	
Louisville and Nashville:	1,424,000	7	Jan. & J	nlw	New York.	169_17	1	New Haven and Northampton: 1st Mortgage	450,00	0	Jan. & July	New Haven	1000	1
1st Mortgage, Main Stem 1st Mortgage, Memphis Branch	267,000	7			" "	70-7		18t Mort (Hamps, & Hampd.).	2000.00	00	April & Oct	Hew Haven	1869	1
1st Mortgage, Bardstown Branc 1st Mort. Lebanon Branch Ex	h 27,500		Jan. & J	uly.	44 44	1870		New Jersey: Company Bonds (var. issues)	00000			THE PERSON	1.00	
Louisville Loan, Main Stem	88,000				4 4	'80-'8 '86-'8	199	New London Northern:	850,00	10	Feb. & Aug	New York.	76-1	87
Louisville Loan, Lebanon Br.	225,000	0	May & M	Nov.	4 4	1886	*	1st Mortgage	60,00		Jun. & Dec	New London	1875	
Louisville Loan, Leb. Br. Ext.	333,000			Oct.	4 4	1893		1st Mortgage, Extension	370,00			Now Work	1885	
Consolid. 1st mort, for \$8 000,00 Louisville, N. Albany & Clucage).	10			2001	1898	90	New Mortgage N. Orleans, Jackson & Gt. North	230,00	00	April & Oct	New York.	1888	1
1st Mort., New Albany & Sale Macon and Brunswick:	2,235,000	0 6	- & ·	-	New York.	1892		1st Mortgage for \$3,000,000 2d Mortgage for \$1,500,000 N. Orleans, Opelousas & Gt. Wt. 1st Mort. construction (80 m.)	2,741,00	00 8	Jan. & July	. New York.	1886	1.
1st Mort. endorsed by Georgia Mahanoy and Broad Mountain:	140,000	0 7	Jan. & J	nlv.	New York.	1881	100	N. Orleans, Opelousas & Gt. Wti	1,157,00	10	April & Oc		1890	
Mahanoy and Broad Mountain:	070.00					100		1st Mort. construction (80 m.)	1,842,00		April & Oc		1889	
1st Mortgage Maine Central:		0 6	Jan. & J	uly.	Philadelphia	1884		2d Mort. (F.) for \$1,000,000 (80m) New York Central:			Jan. & July		1887	1
\$1,100,000 Loan	1,095,600		Feb. & 1	Aug.	Boston.	'90-'9	1 99	Premium, Sinking Fund Bond	s. 5,946,68	39	May & Nov	New York.	1883	-1
Bangor City Loan	621,00	0 6	June &	Dec.	u	'70-'7	1	Premium, Sinking Fund Bond Funding, Sinking Fund Bonds Bonds for B. & N. Falls R.R.C.	1,514,00	00	7 Feb. & Aug	66 66	1876	1
2d Mort. (Penob. & Ken. R. B	300,00	0 6	April & Feb. &	Ang.	Bangor.	1874		Bonds for railroad stocks	0. 76,00 592,00		May & No	4 4	1883	1
Marietta and Cincinnati:	11114			-				Bonds for real estate	. 162,00	00 (3 a a	4 4	1888	1
1st Mortgage	1.050.00		Feb. &	Aug.	Baltimore. London.	1891 1891	92	Bonds and mortgages	58,21	15	Feb. & Aug		Var	
2d Mortgage Scioto and Hocking Valley	2,500,00	0 7	May & 1	Nov.	Baltimore.	1806	74	Renewal bonds of 1868	2,900,00		June & Dec		1876	
Memphis and Charleston:	300,00	0 1		11	**	1896		New York and Flushing:					1800	1
Tenn. State Loan	1,817,98	7 6	Jan. & J	inly.	New York	1890		1st Mortgage New York and Harlem:	125,00	100	- 4	New York.	18-	1
1st Mortgage, Convertible	1,293,00	0 '	May & 1	Nov.	66 66	1880		1st Mortgage of 1853	3,000,00		May & Nov	. New York.	1873	1
Memphis and Little Rock:	1,000,00	0	Jan. & J	uly.		1885		Consolidated mortgage of 1863. New York and New Haven:	1,797,00	10	Feb. & Aug		1888	1
Tenn. State, endorsements	445,00			uly.	New York			1st Mortgage	1,059,50	00	April & Oc	New York.	1875	1
Mortgage (road and land) Ark. State Loan		0 8	May &	Nov.	4 4	1890		New York, Providence & Boston	050.00		The second of the	NAME OF STREET	1	
Michigan Central:	1	"	Jan. & J	my.		1897		1st Mortgage Extension Bonds	250,00		May & Nov	New York.	1888	78
1st Mortgage, sterling		9 6	Jan. & J	uly.	London.	1872		Norfolk and Petersburg:	BUCKET A		of Drogoodes	A 10 / 19 / 19 / 19 / 19 / 19 / 19 / 19 /	1.23	1
1st Mortgage, sterling, convertil 1st Mortgage, dollars, convertil Consol. Sinking Fund Mortga Michigan Southern & North. In	le 1,294,50	0 8	March &	sept.	New York	1869		1st Mortgage			Jan. & July	. New York.	1877	1
1st Mortgage, dollars, convertit	le 500,00	0 8	April &	Oct.	" "	1882		2d Mortgage for \$300,000			4 4	Norfolk,	1877	1
Consol. Sinking Fund Mortga	4,207,00		8 4	66	" "	1882	120	North Eastern:			Manal A. C.	THE PERSON	1.00	
Jar Wolffings, minging a driet.	· · 6.728.00	0	May &	Nov.	New York	1885	984	1st Mortgage	700,00		March & Sep	Charleston.	1869 1868	
2d Mortgage Detroit, Monroe & Toledo Mo	2,693,00	0	7 4	44	au	1877	93	2d Mortgage for \$300,000 North Missouri:	1		The state of	THE PART I		1
ofiffin and Centre County:	1	0 '	7 Feb. &	Ang.		1876	93	1st Mortgage of 1865	6,000,00		7 Jan. & July 7 April & Oc	New York.		1
1at Mortgage	172,50	0	6 April &	Oct.	Philadelphia	a. 1885	1	North Pennsylvania:	41	7	April & Oc	Mary And	1888	1
Milwaukee & Chicago, (40 miles	100.00	1	- Sertific		7.72			1st Mortgage		00	Jan. & July	. Philadelphia		1
ad Mortgage, (C. & M. W. IL.	182,00		Jan. & June &		New York	1874		Chattel Mortgage	276,50	100	April & Oct		1887	1
3d Mortgage, (" "	100 100	1	William Inter	34		1090		North Shore, L. I.:	1580 Fe.		adjust Vesselles	20/25-1	18-	8
1st Mortgage of Mines.	1 200 00		Jan. &		New York	1893	98	1st Mortgage	110,20	00	Jan. & July	New York.	1887	1
1st Mortgage (P. du C.)	·· 1,390,00 ·· 3,455,00		7 April & Feb. &	Ang.	4 4	1884	85	Northern Central:	1.500.00	00	J. A. J. & C	. Baltimore.	1 Par	, 1
1st Mortgage (P. du C.)	736,00	0 7	.3 "	46	4 4	1898	103	1st Mortgage, guaranteed 2d Mortgage, Sinking Fund 3d Mortgage, Sinking Fund Consol. Mort. for \$6,000,000	2,500,00	00	Jan. & July		irred	
1st Mort. (lows and Minn. Di	5,785,00		7 Jan. &	July.		1897	86	3d Mortgage, Sinking Fund	1,223,00	100	April & Oc		1900	1
		0	May &	Nov	New Vork	. 1873	12	Northern New Hambshire:		10	Jan. & July		1900	
	1,997,00		Feb. &	Aug.	New York	1876	1	Company Bonds of 1854 Northern New Jersey:	120,60	00	April & Oc	Boston.	1874	1
Mississippi and Tennessee:	0.146177 10		of Contract		100			Northern New Jersey:	400.0		Limena Dilli	G TO THE WARRY I	100	1
1st Mortgage 2d Mortgage for \$1,300,000 Mobile and Girard: Ronds	939,00	0	7 April & Jan. &	Oct.	New York	1876		North Western Virginia: 2d Mortgage (B. & O. R. R. Co. 3d Mortgage (B. & O. R. R. Q.	400,00	~	7 Jan. & July	New York.	18-	
Mobile and Girard:	-30,00	0		30.3	STORE PROPERTY	1000		2d Mortgage (B. & O. R. R. Co	458,50	00	s Jan. & July	Baltimare.	1878	8
1st Mortgage Bonds	417.50	10	7 Jan. & .	July	New York	1877	-	3d Mortgage (B. & O. R. R. Qu	140,0	100	With the state of the	A THE PERSON NAMED IN COLUMN	1885	

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate,	When.	Payable. Where.	Due.	Price.	Description of Bonds.	Amount.	Rate.	100000	Payable.	Due	1
AND WELL ALL OF	-	-	AA UGIT	w here.	A	A	1		M	When.	Where.	7.0075	-
rth Carolina : Equipment Bonds of 1857 Vew Loan for \$800,000	\$339,000	8	March & Sept.	Co.'s shops.	1867 1887		Portland and Kennebec: 1st Mortgage Consolidated Bonds	\$230,000 300,000	6	April & Oct.	Boston.	1883 1895	1
rwich and Worcester: at Mort. (Mass. Loan) skg fund	400,000		Jan. & July.	Boston.	1877	****	Pittsburg, Ft. Wayne & Chicago: 1st Mortgage (Series A)	0 mr 000	87	Total & Yeslan	New York.	1912	1
Construction bonds	124,500	7	4 4	44	1877		1st Mortgage (Series B)	875,000 875,000	7	Jan. & July. Feb. & Aug.	44	1912	1
teamboat mortgagelensburg and Lake Champlain:	45,000	7	Feb. & Aug	"	1870		1st Mortgage (Series C) 1st Mortgage (Series D)	875,000	7	March & Sept. April & Oct.	4 4	1912 1912	1
st Mort. conv. into pref. stock	985,000		Jan. & July.	Boston.	1870	100	1st Mortgage (Series E)	875,000 875,000	7	May & Nov.		1912	1
quipment Bonds	300,000	8	" "	1 "	169-178	102	1st Mortgage (Series E)	875,000	7	June & Dec.	4 4	1912 1912	1
o and Mississippi : it Mortgage, E. Div	2,050,000	7	Jan. & July.	New York.	1872	98	2d Mortgage (Series H)	860,000 860,000	7	Feb. & Aug.	44 44	1912	1
t Mortgage, W. Div	850,000 556,000	77	4 4	46 44	1872 1874		2d Mortgage (Series I)	860,000	7	March & Sept.	4 4	1912 1912	1
come, W. Div	221,500	7	April & Oct		1882		2d Mortgage (Series K) 2d Mortgage (Series L)	860,000 860,000	7	April & Oct. May & Nov.	4 4	1912	4
onsolidated Mort. for \$6,000,000	1,652,000		Jan. & July.	II onden	1898	88	2d Mortgage (Series M)	860,000	7	June & Dec.	4 4	1912 1912	
onsolidated Mort. sterling Creek and Allegheny River:	83,420			London.	1898		Bridge (O. & P. R. R.) bonds	2,000,000 153,000	7	May & Nov.		1876	ı
t Mortgage	3,170,000	7	May & Nov.	Philadelphia.	1897	80	Pla . rville and Sacramento				O 12	1004	
Colony and Newport: ompany Bonds	1,000,000	8	March & Sept.	Boston.	1876	1	16: Fortgage	225,000 525,000	10	Jan. & July.	San Francisco	1894	
ompany Bonds	458,000	6	April & Oct.	- 41	1875	954	Providence, Warren and Bristol:					1000	
ompany Bonds	1,388,000	7	Feb. & Aug.		1877	102	lat h.ortgage	100,000		March & Sept. June & Dec.	Providence.	1872	
nge, Alexandria & Manassas : t Mort. (Alex. to Gordonsville)	400,000		May & Nov.	New York.	1873	82	2d MortgageQuincy and Toledo:	50,000	8	June & Dec.			
Mort. (Charlotte to Lynchb.)	1,130,500 573,500		May & Nov.	Richmond.	1875 1873	76	1st Mortgage	500,000	7	May & Nov.	New York.	1890	
h Mort. "	331,700	8	March & Sept.	Alexandria.	1880	85 77	Raritan and Delaware Bay: 1st Mortgage, S. F. (68 m.)	1,000,000	7	March & Sept.	New York.	1888	
t Mort. (general)	708,000		Jan. & July.	New York.	1882	771	2d Mortgage	250,000	7	u d	4 4	1888	
a. State Loange Valley:	249,962				1887		Equipment Bonds, convertible Reading and Columbia:	296,000	7			1876	
t Mortgage 5-20 yearsego and Rome .	200,000	10	Jan. & July.	New York.	1888		1st Mortgage	650,000	7	March & Sept.	Philadelphia.	1882	
t Mort. guar. by R. W. & O	350,000	7	May & Nov.	New York.	1916		2d Mortgage Rensselaer and Saratoga:	350,000	7	June & Dec.		1884	
come			Feb. & Aug.	" "	1891	****	1st Mortgage (R. & S.)	150,000	7	Jan. & July.	New York.	1873	
rego and Syracuse: t Mortgage	498,500	8	May & Nov.	New York.	70-'80	1	1st Mortgage (Sar. & Whitehall) 1st Mort, (Troy, Salem & Rutl.) 2d Mortgage (R. & S.)	400,000	7	March & Sept.	65 84	1886 1890	
Mortgageific of Mo.:	375,000	7	" "	4 . 4	1885		2d Mortgage (R. & S.)	500,000 450,000	7	May & Nov. Jan. & July.	44	'80-'8	7
ific of Mo.:	1,500,000		Jan. & July.	Now Voul			Richmond and Danville:	Tankin.			Nom Vonk	187-188	9
ortgage, construction	700,000		a au	New York.	1880	96	Virginia State Loan	600,000 161,600		Jan. & July.	New York.	75-76	6
t (new) Mortgage	7,000,000	6*	Feb. & Aug.	New York.	1888	974	Consolidated, coupon	1,298,000	6	May & Nov.	4 4 TV	175-190 175-190	ě
ama: ! Mortgage, Sterling	416,000	7#	April & Oct.	London.	1870	1	Consolidated, registered Rich., Frederickburg & Potomac:	408,500	6		Richmond.	10-80	
Mortgage, Sterling Mortgage, Sterling Mortgage, Sterling rreon and Newark:	346,000	7*	ti a	44	1875	****	Company Bonds, sterling	67,778	6*	Jan. & July.	London.	1875	
mortgage, Sterling	1,150,000	7*	Feb. & Aug.	44	1872		Company Bonds, dollar	172,800	7.	" "	Richmond.	1875	
t Mortgage guaranteed berton and Hightstown:	500,000	7	Jan. & July.	New York!	1888	100	Richmond and Petersburg: Company Bonds (coup. & reg.).	130,500	7	June & Dec.	N. Y. & Rich.	1875	
berton and Hightstown:	160,000	7	A	Now Vork			Company Bonds (coupons)	175,000		March & Sept.	Philadelphia.	1870	
t Mortgage endorsed insular (Michigan):				New York.	1877		Richmond and York River: 1st Mortgage	600,000	8	_ & _	New York.	18-	
t Mortgage for \$16,000 per m	1,800,000	7*	May & Nov.	N. Y. & Lond	1899	95	reconnect valley (It. of Dall.):			TA. 1	Dishmond	169-17	16
nsylvania: t Mort. Mort. Harrisb. to Pittsb. M. stg.	4,972,000	6	Jan. & July.	Philadelphia.	1880	1005	Rockford, R. Island & St. Louis:	160,800	7	Feb. & Aug.	Richmond.		
Mort. Harrisb. to Pittsb.	2,594,000 2,283,840	6	April & Oct.		1875	102 102	1st Mortgage, convertible, S.F. free	9,000,000	7*	Feb. & Aug.	N. Y. & Lond	1919	
eneral Mortgage	1,545,000	6	J. A. J. & O.	London. Philadelphia.	1875		Rock Island and Peoria:	1 994 000	-	_ * _	New York	18-	
ate lien on whole property	6,232,755	5	April & Oct.	Harrisburg.	1890		Rome, Watertown & Ogdensb.:	1,384,000	7	_ ~ _			
nort Bonds and Debentures nsylvania and New York:	3,520,728	6	J. A. J. & O.	Philadelphia.	'69-'71	****	1st Mortgage, Sinking Fund	571,000		June & Dec.	New York.	1891 1880	
t Mortgage guaranteed sacola and Georgia:	2,697,000	7	- & -	Philadelphia.	18-		Sinking Fund (Watert. & Rome) 1st Mort. (Potsdam & Watert.).	757,500 511,500	77	June & Dec.	44	169-17	14
sacola and Georgia; t Mortgage	1,185,300		Jan. & July.			92	Rutland and Burlington:	4 0 100	-		Doctor	1863	
t Mortgage (Tallahassee R.R.)	206,000		4 4	New York.	18—		1st Mort. conv. into pref. stock 2d Mort. conv. into com. stock	1,800,000 937,500		Feb. & Aug.	Boston.	1863	
l Mortgage ria and Bureau Valley:	255,000	8	" . "	44 64	18-		Sacramento Valley:	174	3.74		M W	1000	
t Mortgage	600,000	8	Jan. & July.	New York.	18—		1st Mortgage	400,000	10*	Jan. & July. Feb. & Aug.	New York. Sacramento.	1875 1881	
ma, Pekin and Jacksonville:		-	171171		10-		2d Mortgage		1 67	1 8		1	
t Mortgagekiomen:	1,000,000	7	Jan. & July	New York.	1887		1st Mortgage (in Missouri 80 m.)	1,400,000	10	March & Sept.	Boston.	1893 1893	
t Mortgage	255,000	6	- & -	Philadelphia.	18-	00	2d Mortgage (in Iowa 52 m.)	150,000 500,000		- & -	44.	1882	
th Amboy and Woodbridge:	100,000	a	A	New York.	1	80	1st Mortgage (in Iowa 52 m.) 2d Mortgage (" ") St. Louis, Alton and Terre Haute:	355,000		Ton & Yul	New York.	1894	
t Mortgage, guaranteed			_	The same of the same of	18-		1st Mortgage (Series A)	1,100,000	7	Jan. & July. April & Oct.	" TOPK.	1894	
t Mortgageladelphia and Erie:	575,000	7	Jan. & July	Philadelphia.	1876		2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	44 44	1894 1894	
Mortgage (Sunbury & Relay			April & Oct	Philadelphia.	1877	1	2d Mortgage preferred (Series D) 2d Mortgage Income (Series-E).	1,400,000		May & Nov.		1894	
t Mortgage (General)	5,000,000	6	4 4	4	1881	108	St. Louis and Iron Mountain.	MARCH 1915			N 37	W. Jac	
Mortgage for \$3,000,000 adelphia, Germant. & Norist	4,000,000	6	Jan. & July		1901 1885	924 85%	1st Mortgage for \$4,000,000	3,000,000	7	Feb. & Aug.	New York.	1892	
adelphia, Germant. & Norist		10		11.00	1.00	88	St. Louis, Jacksonville & Chicago: 1st Mortgage (\$15,000 per mile).	2,365,000	7	April & Oct.	New York.	1884	
adelphia and Reading.	116,100	6	Jan. & July	Philadelphia.	1882		1st Mortgage (\$15,000 per mile). 2d Mortgage (\$5,000 per mile). St. Louis and St. Joseph:	360,000				1898	
ands of 1849	401,600		April & Oct	Philadelphia.	1870		1st Mortgage	1,000,000	B	May & Nov	New York.	1893	
onds of 1861onds of 1836-43-44-48 and 49	2,497,800		Jan. & July.	66	1871	108 96	1st Mortgage St. Louis, Vandalia & T. Haute:	+ 158	188	2 1000000000000000000000000000000000000	CONTRACTOR OF THE PARTY OF THE	1897	
onds of 1857, convertible	171,500	6	44 44	44	1880 1886	95	1st Mortgage, S. F., guaranteed.	1,900,000 2,600,000		Jan. & July	New York.	18-	
mds of 1836, Sterling mds of 1836, Sterling, conv	182,400 288,000		e 66 66	London.	1880	100	1st Mortgage, S. F., guaranteed. 2d Mortgage, S. F., guaranteed. St. Paul and Chicago:	2,000,000	133		Non Was	1900	
onds of 1868 for renewals	477,500	6			1898		St. Paul and Pacific 1st Division:		8	J. A. J. & O	New York.	125.00	
ort. bonds of '68, clear of taxes adelphia and Trenton:	2,255,000		H	Philadelphia.	1893	83 104	1st Mortgage (10 miles)	120,000			New York.	1892	
Mort. (Camden & Amboy) .	200,000	6	May & Nov	Philadelphia.	12 - 1- BI	1023	1st Mort. (70 m.) & 2d M. (10 m.	700,000	1		4 4	1892 1892	
adelphia, Wilmington & Balt.:					1869		2d Mortgage and Land Grant General Mort., stg. for \$780,000 . General Mort., dol. for \$2,020,00	1,200,000		Jan. & July	. London	18-	
ortgage Loan, convertible	385,000		Jan. & July April & Oct		TOOR	984	General Mort., dol. for \$2,020,000	0		4	New York.	18-	
onds of 1867	945,000		8 4	4	1887	94	St. Paul and Sioux City: 1st Mortgage for \$16,000 p. m	20745	0 7	Jan. & July	New York.	1896	ĺ
sburg, Cincinnati & St. Louis:	4,008,000		Feb. & Aug	Philadelphi	Wines !	941	Salem and Lowell:		1		Photograph in	1876	ĺ
t Mortgage, guaranteed sburg and Connellsville:					1900		lst Mortgage Sandusky, Mansfield and New ark	226,90	0 6	Feb. & Aug	Boston.	136.4	ĺ
t Mort. (Turtle Creek Div.)	400,000	6	Feb. & Aug		1889	1	lst Mortgage	1,290,00		Jan. & July	New York.	1875	7
t Mort. (new) for \$4,000,000 t Huron and Lake Michigan		7	Jan. & July	· · · · · · · · · · · · · · · · · · ·	1898	901	1st Mortgage. Funded Coupons	860,00		4	GAS DATE	1010	ı
Mortgage for \$16,000 p.m sdam and Watert (R.W. & O.)	1,800,000	7*	May & Nov.	N. Y. & Lond	1899	95			0 7	Jan. & July	New York.	1889	ĺ
dam and Waterti (H.W. & O.) Mortgage, guaranteed	2000		June & Des				lst Mortgage \$5,000 per mile Schuylkill and Susquehanna: lst Mortgage	-		Jan. & July	DEPONING APPROVED	WARE W.	ĝ

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	_		Payable.	Due.	rice	Description of Bonds.	Amount.	Rate.		Payable.	Due.	Price
al and a	1	H	Whe	n.	Where.	A	A	A REPORT OF	100	B	When.	Where	H	A
eaboard and Roanoke:	\$210,000	7	_ &		New York.	1880		Vicksburg and Meridian: Consolidated Mort.—1st class	\$722,500	7	(4	Philadelphia.	1890	
1st Mortgageelma and Meridian:	Jan	200						" 2d class	. 850,000	7	Apr.&Oct	4	1890 1890	
1st Mortgage	* 79,878 52,000	***	_ &		_ & _			" 3d class " 4th class.			Jan.&Jul.		1890	13
3d Mortgage	665,000		- &	-	- & -			Virginia and Tennessee:	2000	134		W. 7	2000 F	12
elma. Rome and Dalton:	838,000	7	Jan. &	July.	New York.	1872		1st Mortgage	. 494,000 28,500		June & Dec.	New York.	1872 1868	
1st Mort. (Ala. and Tenn. River) 2d Mort. (Ala. and Tenn. River)	241,100	8	at .	44	4 4	1864		3d Mortgage (Enlarged)	.1 990,000	6			1884	13
Gen. Mort. (S.R.&D.) free of tax hamokin Valley and Pottsville:	5,000,000	7	April &	Oct.		1887		Funding Bonds (\$1,000,000)	138,500	8			1865 1890	1
1st Mortgage. heyboygan and Fond Lac:	700,000	7	Feb. &	Aug.	Philadelphia.	1872		Warren:		1		16340		E
heyboygan and Fond Lac:	264,000	7	Feb. &	Ang	New York.	1884		1st Mortgage, guaranteed Warwick Valley:	- 511,400	7	Feb. & Aug.	New York.	1875	1.
1st Mortgage	202,000		1		Plan	1004		1st Mortgage	85,000	7	April & Oct.	New York.	1880	
1st Mortgage	1,628,320		April &	Oct.	New York.	1898		Western Alabama:	*****		April & Oct.	New York.	13237	
Somerset and Kennebec:	1,628,320	10	Jan. &	ошу.		1898	****	West Wisconsin:	500,000	1	April & Oct	New I dia.	1888	1
1st Mortgage	300,000		June &	Dec.	Augusta.	1874		. 1st Mort. Land Grant, stg. con	1,000,000	7	Jan. & July.	London.	1884	
2d Mortgage	250,000	6				1876		West Chester and Philadelphia 1st Mortgage, convertible		7	Jan. & July	Philadelphia.	1873	1
1st Mortgage, reconstruction	55,000	7	March &	k Sept.	New Haven.	1880		. 2d Mortgage, registered	1,000,000		April & Oct		1878	1.
South Carolina: Sterling Bonds £452,9124	2,612,944	5	Jan. &	July	London.	'71-'8		West Jersey: Loan of 1883 for \$400,000	400,00	6	March & Sept	Philadelphia.	1000	1
Sterling Bonds £59,031	262,366		- 66	" "	Charleston.	71-8			983,50		Jan. & July	i madeipma	1883 1896	1
Domestic Bonds			A mail A	" Oot	46	173-174	1	. Western (Boston and Albany).	1		April & Oct	Landon		
Domestic Bonds	563,500 353,500	7	Jan. &			'69-'75 '88-'9		Sterling Loans, £899,900 Dollar Bonds	·· 2,051,52 ·· 798,00		April & Oct	London. Boston.	1875	1
fouth and North Alabama:	- 1	1				1		Western Maryland:		3 %		Will District	1200	-18
1st Mort. (\$16,000 p.m.) endorsed South Shore:		8	- 4		New York.	1889		1st Mortgage, endorsed by Ba 1st Mortgage unendorsed	1t. 200,00 400,00		Jan. & July	Baltimore.	1890	1
1st Mortgage	150,000	0	April d	k Oct	Boston.	1880	90	2d Mort. for \$300,000, end. by	B. 300,00	0 6		"	1890	
South Side, Va.:	1-1-12-1	6 6	Jan. &	July	Petersburg.	-		2d M. for \$300,000, end. by W.C. Western Pennsylvania:	0. 300,00	0 6	и . и	tt.	1890	1
2d Mort., guar. by Petersburg . 3d Mort. (for City Point R. R.)	175,000	0 6	44	"	46	'65-'6	8	1st Mortgage, guaranteed	1,800,00	0 6	April & Oct	Philadelphia	1883	1
4th Mortgage	317,000			33	New York.	170-17	2	. Western Union	1	1		A CONTRACTOR		1
South Side, L. I.:		. 0				'84-'9		Whitehall and Plattsburg:	4,000,00	0	Peo, at Mug	New Tork.	1896	1
1st Mortgage	750,000	0 7	March	k Sept	New York.	1887	88	1st Mortgage	250,00	0 7	Jan. & July	New York.	1878	1
South Western: 1st Mortgage	699,500	0 8	vari	0115.	Macon.	75-'8	5	Wicomico and Pocomoke:	150,00	0 6	Jan. & July	Philadelphia	1888	1
south West Pacine:		1					9	Wilm., Charlotte & Rutherford	1 100,00	1	16.3			
1st Mort. guar. by Atl. & Pacifi Southern Minnesota:	2,000,000	0 6	Jan. &	July	New York.	1871		N. Car. State Loan	2,320,00	0 6	Jan. & July	New York.	190-19	2
1st Mort. (10-20 yrs) \$20,000 p.m		. 8	Jan. &	July	New York.	1888		1st Mortgage guar. by State Wilmington and Manchester:		. 0		30 15	1897	1
pringfield and Columbus: 1st Mortgage	120.00	0 7	Y	Tesler			1	1st Mortgage, 1st pref	725,00		June & Dec	New York.	1886	1
staten Island:		"	Jan. &	July	New York.	1871		2d Mortgage, 2d pref	146,00 528,00			4	1886 1886	1
1st Mortgage	200,00	0 7	Jan. &	July	. New York.	1886		2d Mortgage	80,00		May & No	7. u u	1878	
Sterling Mountain: 1st Mortgage	. 350,00	0 7	- 4		New York.	1874		Wilmington and Weldon:	576,88	8 6	Jan. & July	London.	1881	1
Sultivan:					-	1	1	2d Mortgage, Sterling	197,77	7 7	May & No	7. 44	1886	1
1st Mortgage 2d Mortgage	. 500,00 250,00					1875 1880		York and Cumberland (N. Cen	508,00	0 7	Jan. & July	New York.	1896	1
Syracuse, Binghamton and N. Y.	:		-		1		1	1st Mortgage	175.00		May & No	Baltimore.	1870	4
1st Mortgage	1,720,00	0 7	April	& Oct	New York	1876		OANAL BONDS.	500,00	0 6		of the	1877	1
1st Mortgage	. 528,00	000	- 6	t -	- Philadelphia	1876	86	6 Chesapeake and Delaware:					1 30	1
Sussex:		1						1st Mortgage	2,254,00	00 7	Jan. & July	Philadelphia	1882	1
1st Mortgage Tioga:		0	-	- 3	New York	18-		Chesapeake and Ohio: State (Md.) Loan	2,000,00	00	J. A. J. & (Baltimore.	1870	
1st Mortgage	250,50	0 7	May &	Nov	Philadelphi	a. 1872	91	1 Sterling, guaranteed	4,375,0	00 5	* "	London.	1890	
1st Mortgage (E. Div.)	. 1,600,00	0 7	June &	k Dec	New York	1894	84	Preferred Bonds	1,699,50	00 6	Jan. & July	Baltimore.	1885	1
1st Mortgage (W. Div.)	. 1,800,00	0 7	Feb. 6	Aus Aus	Z. 66 66	1896	80	0 1st Mortgage	800,00	00 6	Jan. & July	Philadelphia	1878	1
1st Mortgage (E. Div.) 1st Mortgage (W. Div.) 2d Mortgage (W. Div.) Toledo, Wabash and Western:	1,300,00	0 7	April	& Oct	. " "	1886	1	Delaware and Hudson :			March & Sep		1000	
1st Mort. (Tol. & Ill., 75 m.)	. 900,00	0 7	Feb. d	a Aug	New York	1890	91	1st Mortgage (new)	1,500,00	00 7	May & No		1870	1
1st Mort. (Tol. & Ill., 75 m.) 1st M.(L.Erie, W.& St.L. 167 m 2d Mort. (Tol. & Wabash 75 m	2,500,00	0 7	66		66 . 66	1890		Delaware and Raritan (See C	m den an	d	a mboy R. R.)		1	1
2d Mort. (Wab. & Wasash 78 m	1,000,00	0 7	May &	NOT S		1878	88	8 Erie of Pennsylvania:	673,79	98 7	Jan. & July	Philadelphia	1985	П
Equipm't Bonds (T. & W. 75m	.) 600,00	00 7	7 4		46 66	1883	71	9 Interest Bonds			it it	"	18-	
Consol. M. (T., W. & W. 499 m Troy and Boston:	.) 2,332,00	00 7	F. M.	1. & N		1907	8	Illinois and Michigan: Ill. State bonds, sterling, coup	on 767,2	00 4	April & Oc	t. London.	1000	
1st Mortgage	. 300,00		7 Jan. 8	July	New York			Ill. State bonds, sterling, reg.	500.9	87 6	* " "	"	1870 1870	
2d Mortgage	300,00		7 April	& Oc	t. 44 44	1885			eg. 32,7	00	Ton & Tul	New York.	1870	
Convertible Bonds	325,00		7 March	& Sep	t. a a	1875 1882		Lehigh Coal and Navigation:	eg. 35,4	00	Jan. & Jul		1870	
Troy Union: 1st Mortgage, guaranteed		1			1	1		1st Loan	384,1		J. A. J. &	O. Philadelphia		
2d Mortgage, guaranteed	360,00		6 Jan. 4	e July	New York	1873		2d Loan		00		2 7 M is	1884	
Union Pacific:			-			0.00		Gold Loan	5,000,0	00	June & De	c. u	1897	
1st Mortgage, free 2d Mortgage (Gov. subsidy)	27,237,00	00 (6 Jan. d	t July	y. N.Y.&Bosto	'95-'95-'	99 8	Convertible Loan	1,201,8	50	8 " "		1877	
Land Grant bonds for 10,000,00	7,864,00	00	7 April	& Oc	t. N.Y.&Boste	n '87-'	39 7	Monongahela Navigation: 1st Mortgage. 2d Mortgage. Morris (and Banking):	125,0	00	Jan. & Jul	y. Pittsburg.	1887	
Income bonds Union Pacific—Central Branch :	8,163,00	00 1	0 Mar.	& Sep	t. Boston.	172		2d Mortgage	57,0				18-	
1st Mortgage	1,600.00	00	6* May	k No	v. New York	. 1895	1.	1st Mortgage	465,5	00	April & Oc	t. Jersey City	. 1876	
2d Mortgage (Gov. subsidy) Union Pacific—Eastern Division	1,600,00	00	6 Jan. 6	k Jul	y. " " "	1895		2d Mortgage	302.7	50	8 2		1876	3
1st Mortgage on 140 miles	2,240,00	00	6* Feb.	& An	g. New York	1895	-	Boat Loan	232,0	87	5 u		1885	5
1st Mortgage on 254 miles	4.063.0	00	6* June	& De	C. " "	1896		1st Mortgage	590,0	00	May & No	v. Philadelphi	1876	
2d Mortgage (Gov. subsidy) 1st Mort. (Leavenworth Br.)	6,303,0	00	6 Jan. d	k Jun	e. " "	195-1	97	Schuylkill Navigation:	-		ALCOHOLD BLOOM	LONG CO	100	2
Land Grant Mort, for \$500,000	361.0	00	7 May 7 March	& Ser		1896		1st Mortgage	1,764,5	70	March & Sep Jan. & Jul	Philadelphia		
Income bonds \$10,000 p. m	4,275,8	50	7 June	1, '71.	4 4	1916		Improvement Loan	1,601,6		6 May & No	v. 4	1882 1876	
Vermont Central: 1st Mortgage	1	-		7	The state of the state of	10.00		Susquehanna and Tide Water			OF THE STATE OF TH	distilled to	1 2	
2d Mortgage	1 500.0	00	7 June	66	Philadelphi	1886 a, 1891		Md. State Loan, sterling Coupon Bonds	1,000,0	00	6 Jan. & Jul	y. London. Baltimore.	1885 1878	
Equip. Loan (Vt.C. & Vt.& C	1,000,0		8 May	& No	v. Boston.	777-	89 10	Preferred Interest Bonds	325,0	000	6 " "	6-12	1894	
Vermont and Massachusetts: 1st Mortgage	550,0	00	6 Jan.	k Jul	y. Boston.	1883	10	Union (Pa.): 1st Mortgage		3.1	May & No	v. Philadelphi	1000	3
Vermont Valley:	200,0			1.4.3		1 100	100	West Branch and Susquehann	B: 0,000,0		Control of the	ON STREET STREET STREET	200	33
1st Mortgage	386,0	000	7 April	& O		1860		1st Mortgage, sinking fund Wyoming Valley:	750,0	000	6 Jan. & Jul	y. Philadelphi	1878	
2d Mortgage	293,2			4	New York	1860 1860		wyoming Valley:			6 Jan. 4 Jul	A STATE OF THE PARTY OF	10.50	100

Market.

In adverse (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroads are distinguished by a "t.";" and running dots (.....) signify "not ascertained." RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

96 128 | w 0 0 1 | w | 1 48 660,337 10 2,708,049 10 611,408 9 107,983 10 10,8,268 64,000 28,4000 11 146,406 11 0 0 0 0 00 1,588 177,249 Net Earnings. 27 de coper Dy GrandTru jak of Ca.)
d de opera de de de Grand Spries,
006
664,730
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NAMES OF STREET	N. C.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

ce (*) occurring in the column headed "Bolling Stock" signifies that the cost thereof is included, in that headed "Ballroad." A dash (--) across the column signifies "nll," and running date (---) signify "not aso

of	Shares.	Market.		000000000000000000000000000000000000000	8: 22: 12: 12: 12: 13: 13: 13: 13: 13: 13: 13: 13: 13: 13
	-	vidends.	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		
uge.	1	Net	28.2,739 28.7664 28.7664 28.1664 28.1664 28.1664 28.1664 28.1664 28.1664 28.1666 28.06	68,761 266,320 6,820 148,149 252,544 207,744 18,846 160,961	362,488 105,751 586,547 8,849 213,374 162,972 258,436 698,519 81,714 1088.
Parning		Gross.	220,544 47,506 516,307 220,808 11,180,386 836,440 13,00,037 15,006,680 15,006	\$39,591 \$42,804 \$42,834 788,785 587,378 on.) ad Mont 456,892 596,169	445,960 281,194 110,610 912,108 104,961 405,174 460,174 460,185,308 1,159,085 167,485
Total Tree	one mile.	Freight.	Tons. 486,704 486,704 830,342 830,342 4,950,897 n. Hiver.) & Mass., yearia.) 20,251,646 727,568 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 727,668 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 20,251,646 727,668 727,668 727,668 727,668 727,668 727,668 727,668 727,668 727,668 727,668	niia.) 2,626,929 operati opera	Nav. Co.)
Operations	Carried o	Passen- gers.	2,262,276 2,262,276 2,262,276 2,262,276 2,262,276 2,262,276 2,262,276 2,262,276 2,082,999 1,413,956 1,413,	O Pennsy 12,497,271 (Not Not	to Lehigh
		Trains Moved.	383,302 11,925 11,925 25,000 271,077 456,274 176,422 176,482 1	201,230 Leased t 439,405 (Leased t (Leased t 303,434 (Le	(Leased
		ilroad erated.	200 K		13.6 184.5 60.0 108.0 102.0 102.0 100.2 45.0 87.6
1	1	Surplus Income.	130,224 6907 680,111 n 834,114 430,997 430,997 618,143	223.154 223.154 280.884 330,854 678,218	61,090
	ties.	Accounts.	386,015 and Os was 21,181 148,488 83,820 111,646 461,648	97,500 304,413 566,447 748,297 469,298 160,298 81,132 76,845	m. & A 662,246 120,568 196,232 20,000
Sheet	Liabilities	Bonds.	\$26,000 \$26,000 \$26,000 \$260,0	937 600 1,200,000 1,400,000 1,400,000 1,500,740 1,500,740 1,160,782	2,089,400 800,000 3,169,476 (See Ca 1,689,476 1,049,260 1,961,000 1,165,256 2,632,310 3,000,000
il Balance Sheet		Stocks.	3,210,000 800,000 800,000 267,300 1,770,300 1,770,300 1,870,300 1,870,300 1,881,500 1,870,000 1,	684,046 684,046 689,046 1,942,000 1,022,460 1,022,460 1,206,760 1,196,000 1,147,018 1,445,018 1,445,018 1,445,018 1,445,018 1,447,018 1,445,018 1,447,018 1,470,400 1,470,400 1,270,400	1,983,563 8,229,594 1,633,350 5,000,000 4,999,969 64,000 8,739,600 1,300,000 4,300,000 4,300,000 4,300,000 2,200,000 2,200,000
General		Accounts nd Cash.	88.077 8.6,077 10,062 17,306 17,306	constr co	1
A Detract of	its.	Assets.	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Built by 8th 78,814 78,814 78,814 620,770 (Und er	11,426
A	and Assets	Rolling Stock.	4,100 4,100 89,727 830,543 8,000 8,000 1,107	849,398 849,398 849,398 849,398 849,398	279,186
	Property	Railroad.	286,579 287,384 444,600 287,384 287,384 286,000 286	28, 917 11 200,000 200,000 225,016 227,641 220,000 220,000 230,000	20,736 33,350 38,350 98,068 62,005 62,221 65,000 62,221 687,126 87,126 87,126 87,126 87,126
_			කු : කු : පු කුමුලු : පුලුදු : පුපුල්ටිකුපුගුලාදුලු	പ്രീപ്പ്ര്യ്പ് തിത്ത് പ്	7. 4 4 4 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7 6 7
		Companies.	220 Southwestern	washington Country	Uhesapeake & Delaware Canal. Liet. & Md Chesapeake and Ohio Canal Md. & Va Chesapeake and Ohio Canal Md. & Va Delaware Division Canal Pennsylvania Delaware & Hudeon Canal. Penn. & N. Y Delaware and Rartian Canal. New Jersey Eric Canal Pennsylvania Lehigh Navigation New Jersey Morris Canal
Stock,	Cars.	Freight. B. M. E.	25 25 25 25 25 25 25 25 25 25 25 25 25 2	10 575 68 8 68 68 68 68 68 68 68 68 68 68 68 6	
Rolling Stock,	Ca	Fuss.	8491 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 : 1 :	0 2 2 4 2 4 1 1 1 1 2 1 1 1 1 1 1 1 1 1 1	- (- \
-	R	ailroad in		68.0 21.0 21.0 2 1	
-		Track and Sidings.	N	11.8 950 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.	
Railroad.	1	ranch Line,	0000 0000 0000 0000 0000 0000 0000 0000 0000	18.0	1 1 25.0 25.0 25.0 1 25.0 25
M	1	Main Line.	200 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	28.5.0 28.0 28.5.0 28.0 28.5.0 28.0 28.0 28.0 28.0 28.0 28.0 28.0 28	13.6 10.0 10.0 10.0 10.0 10.0 10.0 10.0 10
	Ser. 20.000	Years	July 31, 1868 11 July 31, 1868 12 July 31, 1868 12 July 31, 1868 12 July 31, 1869 12 July 3	Dec 31, 1888 Rept 30, 1888 Rept 30, 1888 Dec 31, 1888 Out 30, 1888 Out 31, 1888 Out 31, 1888 Out 31, 1888	May 51, 1866, 13.6 Oct. 23, 1869, 13.6 Oct. 31, 1869, 18.6 Oct. 31, 1869, 186, Oct. 31, 1869, 186, Oct. 31, 1869, I86, Oct. 31, 1869, Oct. 31, 1869, I86, Oct. 31, I869, Oct. 31, I869, I86, Oct. 31, I869, I860, Oct. 31, I869, Oct. 31, I869, I860, Oct. 31, I869, I860, Oct. 31, I869, I860, Oct. 31, I869, I860, Oct. 31, I869, Oct. 31, I869, I860, Oct. 31, I869, Oct. 31, I869, I860, Oct. 31, I8

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

Dispersion of the last of the	track		7	HORSE PASSENGER	Pu	श्री : जी विकास	Indebte	B IF R	Earnin	- 14	Dan I		due c		COMPANIES.	B + # -	nter se	cipal able.	rket
Years .	ength single ty	Horses a Dummies	Cars.	Companies.	ost of Road a	Japital.	- 1	20	1	Diam'r.	Capital.	BI	ares		COMPARISO.	Amo out stand	Pay- able.	Pay	Ma
nding.	Les equiv.	Hor			Cost of	Share Capital	Bonded Debt.	Floating Debt.	Gross.	Net.	Divide	Par.	Paid.	Market	Albany: 1st Mortgage Bleecker St. & Fulton Ferry		7 J.& J.		9
	m.	No.	No	Albania N.V.	\$ 150,300	*	\$ 40,000	*	\$ 78,817	-	р. с.	* 100	\$ 100	\$	1st Mortgage Broadway (Brooklyn): 1st Mortgage		7 J.& J		
t. 30, '69 r. 30, '69 . 31, '69	1.00		4	Albany st. Freight (B'ton). Mass	49,749	150,000	40,000	4,377 11,900	3,404 9,089	Loss. 2,372	=	100 100	100 100		1st Mortgage Broadway and 7th Avenue 1st Mortgage		7 J.&D	. 188	4 .
t. 30,'69 v. 30,'69	31.00	479	73 50	Allentown Pa Baltimore City Md. Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,762,72	900,000	694,000		480,046 334,039	83,267	6.		100 100 100	19	1st Mortgage	80,000	7 J.& J	. 18-	- -
				Boston & West Roybury Mass	41.00	41,000		11,206	126,662	8,800 29,881	-	100 100 100	100 100 100		Brooklyn City: 1st Mortgage. Brooklyn City & Newtown	300,000	7 J.& J		1
t. 30, 69	9 16.00	775	103	Broadway (Brooklyn)N.Y. B'dway & 7th Av.(N.Y.C.)N.Y. Brooklyn, Bath & Coney I.N.Y. Brooklyn CityN.Y.	522,89	5 2,100,000	1,500,000	100,000	713,423 30,153	232,733 Loss.	4.0	100	100 100		Brooklyn, Prosp. P.&Flath	.: 200,000	7 J.& J	No.	
L. 30, '08	3 TT'00	TIC	01	brooklyn City & Newtown.N. 1.	000,00		4,000	34,438	1,282,132 134,615	21,999	-	100 100 100	100 100 100		1st Mortgage Brooklyn & Rockaway B'c 1st Mortgage	278,000 h: 45,000	7 J.&	1.	
t. 30,'69 t. 30,'69 t. 30,'69	9 4.50			B'klyn Prosp. P. & Flatb. N.Y B'klyn Flatbh & Coney Isl.N.Y Buffalo streetN.Y		10,000	100,000	(Not 6,457	72,720 in opera 160,428	tion.) 18,957	-	100	100		Buffalo street: 1st Mortgage Cambridge (Boston):	1	7 J.&I	188	81
t. 30, 6	9 11.50 9 28.52	87	13	Bushwick (Brooklyn) N.Y Cambridge (Boston) Mass Central City (Syracuse) N.Y	. 307,34	8 262,200 0 727,800	2,000 150,000	20,056	76,650	Loss. 77,500	9.0	100 100	100 100	102	Cambridge (Boston): 1st Mortgage sinking fur Central Park, N. & E.Rive	d 150,000	6 J.&	J. 188	83
t. 30,'66	9 1.76	731	128	Central City (Syracuse)N.Y Cen. P., N.& E.R. (N.Y.C.)N.Y Citizens'(10th&11th sts.)(Ph.)Ps	29,71 1,627,02 179,63	1 1,068,400	626,000		18,254 588,724 240,293	3,229 13,997 81,318	1	100 100 50	100		1st Mortgage	. 020,000	7 J.&		153
ot. 30, '66 t. 31, '66 t. 31, '66 t. 30, '66 t. 30, '66	9 9.06	130				7 184,00	50,000		145,568 144,047	38,078	19,	50 100	100		1st Mortgage	n: 56,300	7 J.&	200	
ot. 30, 6	9 22.79	800	10	Coney Island (Brooklyn) . N.Y Dry Dock, E. B.&B. (N.Y. C) N.Y Dunkirk and Fredonia . N.Y Easton and S. Easton Pr	859,18 42,64	0 1,200,00 3 34,82	5	1,337	8,480	180,104 4,162	2 3,	100			D. Dock, E Bdw. & Batter	700,000	7 J.&	1	
ot. 30, '6 t. 31, '6 ot. 30, '6 t. 31, '6	9 1.64	85	1110	deignen Avenne (N. Y. City) N. Y	. 1.041.04	3 1,000,00	203,00	2	8,565 835,447 12,444	200,354	1 12.0	25 100 50	100		1st Mortgage	203,000	7 J.&		
st. 30, 6 ot. 30, 6 t. 31, 6			5	Erie Cl'y	43,30 1,052 4	1 29,28 9 748,00	10,000	0 =	10,409 376,908	456 112,240	10.0	100	100		42d st. & G'd st. Ferry(N.Y 1st Mortgage	160,000	7 J.&	J. 18	
ot. 30,'6	9 3.2	0 4	2 4	Genesee & Water st. (Svr.) N. V	59.0	3 42,50	0 12,70	0 2,000	308,138 12,598		5 -	- 100	100		Real Estate Frankford and Southwar 1st Mortgage	k: 198,000		11	
t. 31, '6 t. 31, '6 ot. 30,'6	59 5.4	0 13	5 2	Germantown (Phila.)	173,6	170,00	0	-	136,888	35,50	7 10		17	33	Germantown: 1st Mortgage Green and Coates (Phila.)			J. 18	379
pt. 30,'6	5.5	0 19	8 3	9 Green and Coates st. (Phila.).P:	200,00	00 170,00 16 150,00	0 30,00	0	82,060 176,078	7,09	9 7.0		15	38	1st MortgageGrand st. and Newtown:	100,000	7 J.&	J. 18	378
pt. 30, 6	59 10.0	4 1	1 2	2 Harlm.Br., Morr. & F'dham.N. Y 5 Harrisburg City	255,2 a, 60,1 n, 180,0	11 41,99	5 9,95		72,805	4,77	2	- 100 - 25 - 100	24		Harl. Br., Morris'a & Ford	h.: 30,000			
t. 31, '6	69 14.1	33	9 5	5 Harrisburg City	470,6	19 306,39			283,92	63,06	0 2	50			Hestony., Mantua & Fair	n.: 130,000		_	
pt 30,16	68 2.5	7						9,272	******			- 100			1st Mortgage				
pt 30, 6	69 5.2 69 5.2	10 11	3 1	Jersey City & Bergen Point, N., 9 Kingston and Rondout N., 7 Lombard and South st. (Ph.). P Lowell Horse	77,4 a, 118,8 70,0	92 90,00	62.50	0 11,462	22,39 78,37 31,46	6,25	8 -	- 100 - 25 0 100	9		Lombard and South st.(Pl 1st Mortgage	62,500		J. 18	882
ov. 30,'(ov. 30,'(ov. 30,'(ov. 30,'(69 12.6 69 3.7	1 2	20 3	Zynn and Boston Mas Malden and Melrose (Btn). Mas	8. 274,3 8. 60,2	31 200,00 64 49,25	50,00		166,75 oper. M	2 14,01 dleser	0 -	- 100 - 100	100	20	1st Mortgage sinking in	nd 50,000	7 J.&	J. 18	886
ov. 30,70 ov. 30,70 ov. 30,70	09 3.0	14	39	- Marginal Freight (Boston). Mas - Medford & Charlest, (Btn). Mas 6 Merrimac Valley Mas	190,6 18, 36,6 18, 42,4	00 21,00	0 4,50	$ \frac{33,636}{6,201}$	oper. M	dlesez Loss		- 100 - 100 - 100	100)	1st Mortgage, guarantee Metropolitan (Brooklyn)				_
pt. 30,	68 6.0 69 44.1	00 9	14 1	Metropolitan (Brooklyn)N. Metropolitan (Boston) Mas	Y 361,5 s. 1,594,4	93 1,250,0	191,90	00 7,000 $-233,457$	34,10 821,33	8 6,29 2 134,56	9 37 10.	0 10	100	6	Middlesex (Boston			34	
ov. 30,	69 12.2	20 1	14 4 72 8	19 Middlesex (Boston)Mar 103 Ninth Avenue (N. Y. City)N.	88. 529,2 Y. 474,1	98 797,3	20 167,00		229,09	9 3,33	30 -	- 10	0 100)	Ninth Avenue (N. V)	10000	1		
ov. 30, ov. 30, ct. 31,	69 2.	11	7 31 3	- Marginal Freight (Boston). Mas - Medford & Charlest, (Btn). Mas 6 Merrimae Valley	88. 300,0 88. 27,8 Pa. 118,8	02 20,0	8,0	00 4,090	6,77	2 1,3	13 -	- 10 - 10 - 5	0 100	0	Orange and Newark:	100,00	0 6 J.4	J. 1	88
ec. 31, 'ec. 31, '	68 3.	29 1	32	28 Orange and NewarkN. Passenger (Cin.)	2001	000 300,0 000 100,0	00 500,0	00	169,08	-		- 10 - 10	0 100	0	2d Mort. O. & N. R. R. Philadelphia City:	1	1 1		
ct. 31, 'ct. 31, '	69 7.6	07 2 85 1	24	46 Philadelphia City (C. & W.), I	a 446,2	265 225,0	00 200,0		27,72 255,81 40,43	6 80,7	54 20		0 1	5 4	1st Mortgage Philadelphia and Darby		0 6 J.d	100	
ct. 31, 'ct. 31, 'dec. 31, 'dec. 31, 'dec. 31, 'dec. 31, 'dect. 31, 'ept. 30, 'ct. 31, 'ept. 30, 'ett. 31, 'ept. 30,	69 12. 69 8.	88 25 1	53	 Philadelphia & Gray's Ferry. I Pbg., Allegheny & Manchest. I Pittsburg and Birmingham. I 	a 295,0 a 144,	001 285,3 119 140,0	$\begin{array}{c c} 07 & 5,5 \\ 00 & 23,0 \end{array}$	00 2,43	86,64	26,3 6 40,0	85 8 53	04 5	0 3	5 2	1st Mortgage	h.: 23,00		130	
ec. 31, 'ec. 31, '	69 5.	20 88	92	15 Pittsburg and Birmingham 16 Portland	le 160.3	300 160,3	00	- 60	81,70 0 45,00	9,0 7 12,8	09 7	64 5	0 110	0	Quincy: Plain bonds	66,42		ar. v	
ept. 30,	69 10.	00	72 58	20 Rochester and Brighton N. 13 Sackett, Hovt & Bergen st., N.	Y 84, Y 361,	854 60,0 500 194,0	00 15,0	00 7,20	8 34,0 0 18,3	5 Los	g. -	- 10 - 10	0 10	0 1	1st Mortgage	48,30 15,00			
ov. 30,	69 9.	58 48		11 Saiem and DanversMa — Schuylkill River (Phila.) I 96 Second Avenue (N.Y. City)N.	88 192,0 2a 47.4	150,0 163 50,0	00 35,6			3,9		- 10 - 5	0	5	18t MORIGAGE	32,10			
ept. 30,	69 16.	00 5 00 5 62 1	00	72 2d and 3d street (Phila.)I	a 640.	529 573,3		10,00	0 401,1	6 69,5	32 1	0 5		0 4	Second Avenue (N. Y.): 1st Mortgage Second and Third st. (P			-	
ov. 30,	69 8.	38 6	49	10 17th and 19th street (Phila.). 17s Sixth Avenue (N.Y. City). N. Somerville (Boston). Ma 40 South Boston Ma 5 Stoneham street (Boston). Ma 6 Syracuse and Geddes. N. 3 Syracuse and Gondaga. N. 21 10th & 11th sts. Citizen's Ph.)1 22 17th and 15th streets (Phila.). 23 17toy and Lansingburg. N. 24 Troy and Lansingburg. N. 25 17toy and Lansingburg. N. 26 17toy and Choices. N.	Y 1,510, 88 75,	233 750,0 000 75,0	00 250,0	73,00	0 713,4	9 104,6	91 10	. 10	00 10	0 12	1st Mortgage	83,70		& J. 1	18
ov. 30,	69 6.	89 ² 50	13	5 Stoneham street (Boston). Ma	88 411,	044 33,0	00	14,14 1,65	0 12,4	76 41,4 32 5 y Mal.	04	8 10	00 10	0	Sixth Avenue (N. Y.): 1st Mortgage Syracuse and Geddes:	W-7 LAG		&D.	
ept. 30,	169 2. 169 4.	07 38	20 10	6 Syracuse and GeddesN. 3 Syracuse and OnondagaN.	Y 26, Y 31,	308 25,0	00 25,0	000	14,2	5,3 98 2,5	62 7	10	00 10	00	1st Mortgage	25,00	00 7 J.	k J.	18
ept. 30,	69 8. 69 18.	33 2 00 14	$\frac{00}{22}$ 1	23 10th & 11th sts. Citizen's Ph.) I Third Avenue (N. Y. City). N	a 179, Y 2,770,	625 192,7 000 1,170,0	00 1,500,0	100,00	240,2 0 1,405,5	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	18 3 25 15	2 10	00 10	00 18	1st Mortgage	, 000,0	00 7 J. 00 7 J.	k J.	18
ept. 30,	69 6.	50	32	5 Troy and Albia	Pa 997, Y 72,	729 44,	00 20,0		. 170,5 5 15,4 5 161,2	36 2,2	245 - 03 -	2 1	00 10	50 3 00	Troy and Lansingburg: 1st Mortgage	1.22		&O	1
ept. 30, ect. 31.	69 26	50 - 25 5	48	50 Union (Philas)	Y 364, Y 70, Pa 787,	000 70,0 341 400,0	300,0	oper.	yTroy - 463,3	& Lan	8b	_ 1	50 10	20	Union (Boston): Real estate mortgages	105.0		ar.	VA
ov. 30, ept. 30,	'69 — '69 15.	50	40	- Ilinion (Roston)	070	429 200,0	000 105,5	200 51,85 200 1,20	8 427,0 0 86,2	47 9,3 91 17	566		00 16	00 10	1st Mortgage	200,0	300 9000	& J.	
ept. 30,	69 2 69 2	50 71	6521	Utica, Clinton & Bir.gham. N. 6 Van Brunt st (Bro.klyn). N. 2 Waltham and Ne wtown. Ma 29 Watervliet (Albany)N	V 910	000 75, 502 14, 454 240,	000 15,0 750 181,0	- 16,68	20,0 60 8,1 108,7	40 LO	183 88		00 10 00 10 00 10	00	1st Mortgage	11 () () ()		&J.	
Dec 31, Oct. 31.	'68 5. '69 13.	80 -	82	West Hoboker	I.J 100 Pa 549	,000 40, ,906 400,	000 100,	000	393,	32 93,	936	-1	00 1	50	1st Mortgage	1.30	2000	&N	mil.
ept. 30, lept. 31, let. 31, let	169 4 169 2	39	14 13	6 Wilkesbar re and Kingston 4 William sport		633 50, 692 15.	600 - 5,	12,00 15,90	00 19,1	20 6,	702	10	50 5	25	Worcester:		00 6 A	233	
Nov. 30,	89 4	00	44	Worsester	988 60	152 54,	750	000 26,0	26 8,0 00 not no	90 2,	812	4 1	00 10		O particular description		Trainer,	英計	-

PREFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (!) have equal dividends with lessees' stock.)

	thus (†) have equal dividends wit			-	-	Pig, 49 per ton; Polished, 3 cents per lb.
			in in	v'ds	11 4	Pig. Beotch, No. 1
	[COMPANIES.	Amount	6	1-2	Market	Pig, American, No. 231 - @
	ASSESSMENT DELICATION	standing.	Rate.	Paid.	PE	Bar, Refined, English and American — @ 75 —
		acanding.	-	-	-	Bar, Swedes, assorted sizes
	RAILBOAD STOCKS:	41 919 000	7		****	Bar. Swedes, ordinary sizes — — @110 —
	atlantic & Gt. West'n (O. D.,) pref. Atlantic and St. Lawrence* guar Baltimore and Ohio, pref Berkshire,* guaranteed	2,494,000	4	4	****	Bar, Refined 80 — @ 85 —
	Baltimore and Ohio, pref	3,000,000	7	6	****	Bar, Common
	Blossburg and Corning, guar	250,000	5	5	****	Ovals and Half-round
	Blossburg and Corning, guar Boston, Concord and Montreal, pref. Buffalo, N. York and Eric, guar Camden and Atlantic, pref.	1,340,000	6	6	751	Band 95 - @
	Buffalo, N. York and Brie, guar	950,000		7	74	Rods, 1@8-16 inch
	Catawissa, veef, and guar	2,200,000	7	7	74	Ноор105 — @150 —
	Catawissa, * pref. and guar	589,110		9		Nail Rodper lb 7 @ - 7
	Cedar Rapids & Missouri," preferred	788,000	7	31		Sheet, Single D. and T. Common 5 @ - 6
	and guaranteedCentral Ohio, preferred	400,000	7	7	29	Rails, English(gold)per ton. 59 - @ 60 -
				6	****	Anvils, (Eagle)per lb currency. — 8 @ ——
	Cheshire, preferred	2,017,815 2,425,400	77	10	83 112	STEEL-DUTY: Bars and Ingots, valued at 7 cents pe
	Chicago and Alton, pref. Chicago and Alton, pref. Chicago, Iowa and Nebraska,* guar. Chicago and Northwestern, pref Cleveland and Mahoning,* guar. Cleveland and Toledo,* † guar. Cochecho, preferred. Connecticut and Passumpsic Rivers,	2,600,000		10		1b., or under, 24 cents; over 7 cents and not above 11,
	Chicago and Northwestern, pref	2.056.000	77	108	874	cents per lb.; over 11 cents, 34 cents per lb., and 10 pe
	Cleveland and Toledo, T guar	6,250,000		34		1b., or under, 2\frac{1}{2} cents; over 7 cents and not above 11, cents per lb.; over 11 cents, 3\frac{1}{2} cents per lb., and 10 per cents ad val. (Store prices.) English, Cast(2d and lat quality).per lb. — 15 @ — 18 Fredlish, Saring, (2d and lat quality).
	Cochecho, preferred	177,750	8		***	English Spring (2d and 1st quality) 7 @ - 10
	Connecticut and Passumpsic Rivers,	1,822,100	6	6	86	English Blister (2d and 1st quality) 10 @ - 17
	preferred	241,900	8	8	114	English Spring (2d and 1st quality)
	" 2d pref	242,000 594,261	8	8		American Blister "Black Diamond" $-$ @ $-$ 12
	Delaware,* guaranteed Detroit & Milwaukee,* preferred and	0.041-001	0	0	***	
	guaranteed	1,500,000	6			American, Spring, do. 9 @ - 11 American Machinery do. @ - 12 American German do. 9 @ - 12
	Dubuque and Sloux City,* preferred	1,988,170	7	7		American German do. $\dots - 9 @ - 12$
	and guaranteed Dubuque Southwestern, pref	330,308	7	7	971	NAILS-DUTY: Cut, 14; Wrought, Horse Shoe, 2
	Eastern (N. H.,)* guaranteed Elmira, Jefferson and Canandaigua,*	492,500		8		5 cents per lb. (Cash.)
	Elmira, Jefferson and Canandaigua, guaranteed	500,000	5	5		Cut, 4d.@10d
	Elmira and Williamsport,* guar Elmira and Williamsport,* preferred	500,000		5	****	Horse Shoe, Forged (No. 10 to 6)per lb 23 @ - 2
	Elmira and Williamsport, preferred	500,000	7	-		Copper
	and guaranteed		77	7	80 48	TIN-DUTY: Pig, Bars and Block, 15 per cent. ad val. Plate and Sheets and Terne Plates, 25 per cent. ad val.
	Erie, preferred	5,253,836			1124	Banca(gold).per lb. — 37 @ — 37
	Harrisburg and Lancaster, guar	1,182,550 1,180,000	7 8	7 4	994	Straits(gold). — 36 @ — 36
	Housatonic, preferred	1,100,000	0	*	ang	Plates—Fair to good brands — Gold — Currency
	preferred	190,750	7	34		Banca
	preferred Joliet and Chicago,* guar Joliet and Northern Indiana,* guar	1,500,000 300,000		8	****	1. C. CURC 1 50 (# 5 — 9 25 (# 9 75
	Lackawanna and Bloomsburg, prel.	500,000			****	Coke Terne 6 - @ 6 75 7 25 @ 8 - Charcoal Terne 7 75 @ 8 - 9 50 @ 9 75
	Leeds and Farmington, guar	0.646.100		5	****	
	Louisville, Cincinnati and Lexington	2,646,100	1	7	****	PETROLEUM—Duty: Crude, 20 cents; Refined 40 cent
	preferred	848,315	9	9	99	per gallon. Crude, 40 @ 48 gravity (in bulk). per gall. — 134@ — 14
	Marietta and Cincinnati, 1st pref 2d pref	6,586,135	6		19	Crude, 40 @ 48 gravity (in bulk). per gall. 134@ - 14
,	Manchester and Lawrence*	4,051,744 1,000,000	6	9	8	Refined, Standard White (in ship'g order). — @ - 27
	Michigan Southern, guaranteed	586,800		10		Refined, prime White (in shipping order) @
	Mill Creek and Mine Hill, guar	323,375	10 8	10	****	Refined S. W. (in jobbing lots)
	Milwaukee and P. du Chien, 1st pref.		7	7	****	Naptha, Refined, (65 @ 73 gravity) @ - 10
	Milwaukee and St. Paul, preferred	9,744,268	7		778	Residuumper bbl. 4 — @ 4 25
	Mine Hill and Schuylkill Haven,*	3,775,000	8	8		not over 10 by 15 inches, 2t cents per sq. foot: larger an
	Mount Carbon & Pt. Carbon, guar. New Haven and Northampton	282,250		12	****	not over 10 by 15 inches, 2½ cents per sq. foot; larger an not over 16 by 24 inches, 4 cents per sq. foot; larger an not over 24 by 30 inches, 6 cents per sq. foot; above that only the conditions of the conditi
	New Haven and Northampton*	1,344,000		8		not over 24 by 30 inches, 6 cents per sq. foot; above that and not exceeding 24 by 60 inches, 20 cents per sq. foot; al
	New York and Harlem, pref Niagara Br. and Canandaigua, * guar.	1,500,000 1,000,000	8	6	144	above that, 40 cents per sq. foot; on unpolished Cylinde Crown and Common Window, not exceeding 10 by 1 inches square, 1\(\frac{1}{2}\); over that, and not over 16 by 24, 2
		155,000	8	8	109	Crown and Common Window, not exceeding 10 by 1
	Ogdensburg and L. Champlain, pref.	1,037,000 3,500,000	7	7	109 74	over that, and not over 24 by 30, $2\frac{1}{2}$; all over that, 3 cent
	Paterson and Hudson, guar	630,000	8	8	***	per lb.
	Paterson and Ramapo, guar	248,000				American Window.
	Philadelphia and Eric.*	1,200,000 5,996,700	•••	6	****	(Single Thick.) (Old List.) 1st. 2d. 3d. 4th.
	Philadelphia and Reading, pref	1,551,800		10	****	Sizes, A. B. C. D.
	Philadelphia and Trenton, t guar	1,099,120 450,000		10	****	6 by 8 to 7 by 9
	Ogdensburg and L. Unamphati, prei. Ohlo and Mississippi, pref Paterson and Hudson,* guar Paterson and Ramapo, * guar Peoria and Bureau Valley,* guar Peoria and Bureau Valley,* guar Phlladelphia and Kending, pref Phlladelphia and Trenton, * guar Philadelphia and Trenton, * guar Portladel and North Adams,* guar Portladel Asso & Portsmouth, guar.	202,400		6	****	8 by 10 to 10 by 15 8 25 7 50 7 00 6 5
	Portland, Sago & Portsmouth, guar. Portsmouth and Concord*	1,500,000	6	6	****	114 hrs 16 to 16 hrs 04 10 to 0 to 0 to 0 to
	Portsmouth and Concord*	350,000	7	7		18 by 22 to 18 by 30
	guaranteed	142,900	7	7	****	20 by 30 to 24 by 30
	Rochester and Genesee Valley*	557,560		7		25 by 36 to 30 by 44
	Rutland, preferred	2,040,000	77	7	76	30 by 46 to 32 by 4820 00 18 00 15 50 13 5
	Bandusky and Cincinnati, pref	445,586	6	6	60 364	32 by 50 to 32 by 5622 00 20 00 17 00 14 5 Above25 00 26 00 20 00 16 0
	Bandusky and Cincinnati, pref Bchuylkill Valley,* guar Shamokin Valley & Pottsville,* guar.	576,000	5	5		
	Tol. Paoria & Warsaw (W. D.) pref.	869,450 1,300,000		5	****	(The above subject to a discount of 55@60 per cent.) French Window—1st, 2d, 3d and 4th qualities.
	Tol., Peoria & Warsaw (W.D.) pref.	1,700,000	7			(Single Thick.) (New List, Ang. 20th)
	Toledo, Wabash and Western, pref.	1,000,000 274,000		7	781	6 by 8 to 8 by 10 (4 alts.) per 50 feet 10 - @ 7 75
	Troy and Greenbush, guar Vermont and Canada, guar	2,500,000	8	7 8		11 by 14 to 19 by 18 (4 clts)
	Warren, guar White Mountains, guar	1,408,300	7	7		14 by 16 to 16 by 24(4 qlts.)
	White Mountains, guar	200,000 317,050	0	2		14 by 16 to 16 by 24. (4 qlts.)
	tragmerq a ora de designoma, fact.	011,000	- * *	-	****	00 1- 00 1- 01 15
	CANAL STOCKS:	1 000 010				26 by 84 to 26 by 40(8 qlts.)
	Delaware Division, gnar	1,633,350	10	10	671	28 by 46 to 30 by 48 (3 qlts.)
	Behuyikili Navigation, pref	2,888,997	6	8	32	30 by 50 to 32 by 52(3 qlts.)
	Delaware Division, grar. Morris, preferred Behaylkili Navigation, pref Union, preferred	*******	6			32 by 54 to 34 by 56(8 qlts.)
	MIRCHLLANDOUS STOCKS:		1			28 by 34 to 26 by 40 (3 qlts.)
	Oumberland Coal, pref		6		824	(Subject to a discount of 55@65 per cont.)
	Mariposa Mining, p. st		-		8	English sells at 40@50 per cent. off the above rates.

TOTAL PERIORD SOUL	à
WHOLESALE PRICE CURRENT. IRON-DUTY: Bar 1 to 11 cents per lb.; Railroad, 70	
IRON—Dury: Bes, 1 to 11 cents per lb.; Railroad, 70 cents per 100 lb.; Boller and Plats, 11 cents per lb.; Shoet, Band, Hoop and Scroll, 11 to 11 cents per lb.; Pig, 49 per ton; Pollshed, 3 cents per lb.	0
Pig. Scotch, No. 1	000
Pig, Scotch, No. 1	
Bar, Swedes, ordinary sizes — — @110 — Bar Refined 80 — @85 —	0
Bar, Common. 75 — @ 80 — Scroll 97 50 @130 — Ovals and Half-round 100 — @125 — Band 95 — @ —	1
Scroll	000
Noil Rod	0000
Anvils, (Eagle)per lb currency. — 8 @ —	0
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)	0
cents per lb.; over 11 cents, 3§ cents per lb., and 10 per cent. ad val. (Store prices.) English, Cast(2d and lat quality).per lb. — 15 @ — 18 English Spring (2d and lat quality). — 7 @ — 10 English Blister (2d and lat quality). — 10 @ — 17 English Machinery. — 11 & — 14 English German (2d and lst quality). — 13 @ — 15 American Blister "Black Diamond". — — @ — 12 American, Cast. Tool. do. — — @ — 18	I
American, Spring. do 9 @ - 11	I
5 cents per lb. (Cash.)	
Cut, 4d.@10d. per 100 lb 4 25 @ — — Clinch 5 75 @ 6 75 @ 6 Horse Shoe, Forged (No. 10 to 6) per lb.— 23 @ — 28 Copper 35 Ø — 36	1
TIN-Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val. Ranca	F
Straits. (gold). — 36 @ — 36 i English (gold). — 32 @ — 32 i Plates—Fair to good brands — Gold — Currency	1
TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.; Banca	1
	[
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon. Crude, 40 @ 48 gravity (in bulk)per gall. — 13½@ — 14 Crude, 40 @ 47 gravity (in shlpping order) — @ — 18 Refined, prime L. S. to W. (11) @115 test) — 20½@ — 27 Refined, Standard White (in shlp'g order). — @ — 27½ Refined, prime White (in shlpping order). — @ — 27½ Refined, S. W. (in jobbing lots)	1
Refined, prime White (in shipping order). — @ — 27½ Refined, S. W. (in jobbing lots)	1
Naptha, Refined, (65 @ 73 gravity) @ - 10 Residuum	
not over 16 by 24 inches, 4 cents per sq. foot; larger and	1
and not exceeding 24 by 60 inches, 20 cents per sq. 100t; above that, 40 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2; over that, and not over 24 by 30, 2½; all over that, 3 cents	1
American Window.	
(Single Thick.) (Old List.) Sizes. A. B. C. D.	1
6 by 8 to 7 by 9	1
11 by 14 to 12 by 18	1
20 by 30 to 24 by 30	1
25 0y 36 to 30 by 44	
(The shove subject to a discount of 55@60 per cent.)	li

Act	ual Sale Pr	ices for				ug. 31.	
		Th.25.	F.26.8	at.27. 1	M.29. T	u.30. V	
Central Pa	cific 68	. 88	88	874	88	88	1011
Chicago &	N. Jersey Al.on		1014 113				101) 112
**	pref 1 M		****				112
	B. F					••••	••••
Chicago, B	Inc. bds		****	****		****	150
Chi. & Gt.I	8s, 1883 Eastern 1st n	0	****	****			
Chic. & No	rthwestern		80 . 85#	811 85	804	82 86	82 80%
44	lst M		92	93	002		
**	S. F Consol		****	****	****	96	****
Chicago &	ist. & Pac.	1134	1131		113	113	113
Chi., R. I.	R. I. 7s, 187 & Pa. 7s, 189	96	****	98			97
Clev. and I	C. and Ind		79%	105	****	794	
::	2 M 3 M		93	****	****		****
	4 M Poledo		****	****	****		
Olev. and	S. F. 7s		17	****	17	171	****
Col., Chi.,	S. F. 7s L Ind. C 1 M	824	17	821	17 824	17‡ 83	83
	2 M d Coal pref		****		****	••••	***4
Der & Hu	dson Canal.			****	****	121	****
Del. Lack.	1 M. 78		105		104	103	1034
Dubnane &	2 M. 7s Sioux City		100	****	****		****
Erie Railw	ау		22	221	****	22	221
**	pref 1 M. 7s, 18	97	****	****	****	****	****
**	1 M. 7s, 18 2 M. 7s, 18 3 M. 7s, 18 4 M. 7s, 18 5 M. 7s, 18	79	****	89			
::	4 M. 78, 18	80	83	****			
Great Wes	tern zu mor	Veren -	****	****	****	****	****
Hannibal d	k St. Joseph	1.107		****	****	107# 112#	108\\ 112\\
Hudson Ri	TOP	f	****	****	****	1124	1125
::	1 M. 7s, 18 2 M. S. F. 3 M. 7s, 18	102					102
	3 M 7s, 18	75			136	136	
	bonds		****	****			
Lake Shore	e Mich.S't e Div. bond	h. 91#	914	914	91	91#	92
Marietta &	Cin. 1st pro 2d pref	ef		****	****		
Michigan (Central		119		****	****	****
::	S.F. 8s,188 conv. 8s, '6	39		****	****	****	****
M. S. and M	V. I. 1 M. S. 2 M	F	****	98	****		****
Mariposa	Mining Co.	5	****	****		5	47
::	Tr. 10s ct	8	8	81	8	81	81
	St. Paul pref		597			601 761	60# 77#
::	1st mort		****	93		101	8
**	2d mort 8s		****		****	****	****
	7 3-10s co	n	92 904	91 901	901	••••	
MISSOULI O	H. & St. J.	as. 894	204	908	****	****	****
Morris and	1 Essex 1st mort	89	****	****		89	89 100
	2d mort		****			93	
New Ton	78, S.F.187	6	****	****		••••	
	7s, conv. 6s, S.F. 18	883	901		****		****
N V Con	6s, S.F. 18 6s, S.F. 18 & Hud. R	87	941	94	94	947	941
	certificat	es. 89%	898		895	898	894
N. York a	nd Harlem. pref		****	****	****		
	1 M. 78, 18	873	****	524		53	****
	new	31	****			32	32
Onio and	Miss pref		331	33½	****	34	****
	1st M il S. S. Co		97 38	38	37	971	98
Panama		891	82	821	****		
Putts., Ft.			954	94	****	961 94	94
	W. & Chi. g			97		****	
	3 %		****			****	
St. L., Alt	on & T. H.		****	5	44		
	pref 1 M 2 M. pref		****	****	****	****	
::	- TITE DIGI		84	****		****	****
Termessee	facome t		614	614	62	62	. 62
			597	59%	60: 51		51
Tol., Wab.	& Wester pref	D	51	78	***		****
::	1 M. ex	• • • • • • •	****		2197	88	****
	Equipme		****	018	814	81	81
Virginit 4	s, ex-coupor		81	811	65		
.7,0		•••••	****		1117	j. "	

New York Stock Exchange.

New York Stock Etchange Actual Sale Prices for the week ending Aug. 31. Th.25, F.26, Sat.27, M.29, Tu.30, W.31 BDERAL STOCKS :--Philadelphia Stock Exchange.

Actual Sale Prices for	the u	eek en	ding A	lug. 30	
		F.26. 8			
Catawissa	*****	****	****		10
preferred 37				37	37
Camden and Amboy114	1142		1142	1144	114
6s, 1870				****	
68, 1875				****	
68, 1883		****	****		
6s, 1889	****		****		
mort. 6s, '89	95		****		
Elmira & Williamsport	****	284	****	****	***
pref	****	****	****	****	
78		****	92	****	92
Lehigh Navigation 34	60	003	244	****	***
6s, 1884	83 88	83	****	****	
Gold L 884 R. R. L 894		88	891	90	88
Lehigh Valley R. R 57	58	57%		57%	58
6s new reg	****	****	****	****	•••
Little Schuylkill R.R			****		
78					
Minehill 51				501	
Morris Canal					***
pref		****		674	
1st mort			****		***
North Pennsylvania					
68, 1880					
78	944			941	94
108, 1887		112			
Northern Central			44	44	
Pennsylvania R. R 58	583	588	58#	584	58
1st M			1024		
2d M1024	****	****	****	1024	***
Penn. State, 6s, 1st series	****	1041	104	104	***
6s, 2d series	****	****	****		108
6s, 3d series	204	1041	****	****	***
68, W. L	104	104	7078	1013	• • •
Philadelphia City, 6s102		1013	101	101	101
Philad Clare & Nov	101#	101	1018	1014	101
Philad., Germ. & Nor Phila. & Reading 47		474	474	48	48
B- 1000			1043		***
Philadelphia and Erie. 26%	****	****		****	
		****	••••	****	***
78 88		88	88		88
Schuylkill Navigation 84		****	****		***
pref 17		163			
6s, 1882		****	71	****	***
68, 1876			****	****	***
68, 1872	****		****	****	
Susq. Canal			****	****	4
68, 1878					
Union Canal, pref					
6s, 1878					
Hestonville, (Horse) Chestnut & Wal					
Chestnut & Wal					
Green & Coates				****	
2d and 3d streets		****	464	46%	
Spruce and Pine					
13th and 15th sts			****		

Baltimore Stock Exchange.

marting of o					
ual Sale Prices for	the u	veek en	ding A	lug. 30	
W.24.	Th.25	F.26. 8	3at.27.	M.29.	Fu.30
City 6s, 1875. 95					

	95		****	95	95
1884					94
bonds, 1875. 934					
1880					
1885					
		92			
2d M		****			741
Central					
bonds, 1885	****				
1900		*****			
1st mort		****	****		
2d mort		****			
onger R R					
	al Sale Prices for W.24. City 6s, 1875. 95 1886. 95 1880. 95 1880. 1880. 1880. 1880. 1880. 1885. 1880. 1885. 1885. 1980. 1885. 1990. 18t mort. 2d mort. 3d mort. 3d mort.	ual Sale Prices for the w W.24.Th.25 City 6s, 1875. 95 1886 1890 95 95 1884 95 1886 1886 1886 1886 1886 Cin. 1st M 2d M Central bonds, 1885. 1900 1st mort 2d mort	ual Sale Prices for the week en W.24.Th.25. F.26. 8 1886	ual Sale Prices for the week ending 2 W.24.Th.25, F.26. Sat.27. City 6s, 1875. 95 1880	1886

	The state of the s		ACTOR AND ADDRESS OF THE PARTY
I	loston	Stock	Exchange.

Actual Sine L						
THE RESERVE OF THE PARTY OF	Th.25.	F.26.	Sat.27.	M.29.	Fu.30.	W.31
Boston and Albany .	1474	148	148			
Boston and Lowell .						
Boston and Maine			149	****		1484
Boston and Provider			1454			1451
Boston, Hartford &		34	3		2	34
			261		-	251
78, new.		234		83	****	- 1
Cheshire, pref		****	****			
Concord		****	****	****	****	****
Connecticut River		****	135	****		134
Eastern			121		120	120
Fitchburg		****	$132\frac{1}{2}$			1324
Manchester & Law	'ce					
Michigan Central	119	119	119			118
Northern, N. H						
Ogdens. & Lake Cha	mn		881	884		884
pref						
Old Colony & News	ort 96			961		96%
Ph., Wil. & Baltimo	7011. 00	54		54		534
Dowtlid Coos to Dow	10			-		1112
Portl'd, Saco & Por	UH	284	****	****		27
Union Pacific			****	007	200	801
68		791	80	80g	808	
" Land Gran		70	70	****	****	****
" Income 1		724	74	75₺	75#	744
Vermont & Canada			****	****	****	****
Vermont & Mass			****		****	61
South Boston (Hors	e)					****
				****		102

Central Mining Co.						
C 73 11			6			64
29 4 4 2 24			-			****
I vv	•••••	****	****			
	• • • • • • • • •	****	****	****	****	
		****		· · · · ·	****	****
		****	****	****	****	****
		****	****	****		****
			****		****	****
Quincy	18	****	18			

don Stock Evchange

Toudon stock wrenange.	
-Closing	Prices.
Aug. 12.	August 19
Atl. & Gt. West. N. Y. sec. 7 per ct	
1st mort., 1880 50 — 55	55 - 65
Do. do., 2d mort., 1881 45 — 50	50 - 60
Do. Penn., 1st mort., 1877 50 — 55	55 - 65
Do. do., 2d mort., 1882 45 - 50	50 - 60
Do. Consol. 7 per cent. mort. 1890 20 - 22	224-234
Detroit and Milwaukee 1st mort. 7s., 63 - 67	63 - 67
Do. 2d mort. 8 p. c 63 - 67	63 - 67
Erie shares 100 dol. all paid 17 - 18	14 - 15
Do. sterlg. 6 p. c. convertible bonds 60 - 65	63 - 68
Do. 3d mort. 7 p. c. 1883 58 — 62	58 - 62
Illinois Central, 6 per cent., 1875	
Do. Redemption mort. bonds 6 p. c. 98 -101	98 -101
Do. 7 per cent., 1875	88 - 92
Do. 100 dol. shares, all paid102 -104	106-107
Marietta and Cin. R. R. bonds 7 p. c., 82 - 84	82 - 84
New York Central, 100 dols. shares	
Panama General mort. 7s, 1897 95 -100	
Penn. R. R. bonds, 2d mort. 6 per ct., 97 - 99	97 - 99
Do. General mort. 6 p. c. 1910 86 — 88	87 - 89
Do. \$50 shares 40 - 43	45 - 46
Philadelphia and Erie 1st mort. 1881. 90 - 94	90 - 94
Do. with option to be paid in Phila. 90 — 94	90 - 94

American Railroad Journal.

Saturday, September 3, 1870.

Stock Exchange and Money Market.

Money has been in fair supply, notwithstanding the further general reduction of the bank averages; and as the demand for accommodation has been less urgent, particularly for speculative purposes, rates have been quoted steady at from 4@6, chiefly 5@6 per cent. on call, and at from 61/2@ 81/2 per cent. per annum on strictly prime to good commercial paper. There has been a temporary cessation of the remittances of currency to the interior, the Western exchanges having been in favor of this city; and the banks have not suffered as severe a diminution of the available resources as had been anticipated. In their last lion in their legal tender average; while they re-

28th of May (the highest average of the current year, thus far). Their deposits are now under 202 millions, as against nearly 2841/2 millions on the 16th of July. Their specie average is down to about 195% millions, against 411% millions six weeks since. The U. S. Sub Treasury lost about 1/2 million of its currency balance; and about 23/2 millions of its coin reserve.

The specie reserve of the city banks according to the latest return is \$19,689,384, against \$19,-469,102 same time last year. The city bank deposits are now \$201,966,700, against \$188,-754,539 week ending Aug. 27, 1869. The legal tender reserve amounts to \$48,959,713, against \$52,792,834 same time last year. The circulation now stands at \$32,904,906, against \$23,999,742 same time last year. The loans are now \$273,-986,974, against \$261,012,109 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$69,903,441 a day, against a daily average of \$68,032,563 the preceding week. The current weeks' exchanges average about 55 millions a day. The city banks, last week, reported a loss of \$1,093,962 of specie, \$3,564,618 of deposits, and \$1,393,573 of legal tender notes. They reduced their loans, \$1,786,008; and added to their circulation, \$65,-339.

The city bank exchanges on Wednesday were about 47 millions.

The coin reserves of the Treasury Department on Monday were over \$103,384,531 including \$34,-249,704 on deposit on private account; currency balances, \$37,612,480.

National Bank notes to the amount of \$355,440 were issued last week by the Treasury Depart. ment, making the total issue to 1,692 banks thus far, amount to \$327,932,264, against \$282,-555,440 at the close of the fiscal year ending June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$28,185,295 leaving, with the existing 1,612 banks, (having an aggregate capital of \$427,285,701,) an actual circulation at this date, of \$299,635,409. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$342,705,-300; and for the public deposits, \$16,366,500making a total of \$359,071,800. The Treasury Department last week redeemed and destroyed \$588,800 of worn and mutilated fractional currency, and issued \$471,922 of new.

The U. S. Sub-Treasury receipts, week ending with Aug. 27, were \$3,859,241 in coin, (including \$3,513,000 from customs duties,) and \$3,609,325 in currency; payments, \$4,407,986 in coin, (including \$266,902 of coin interest,) and \$6,008,252 in currency; balance at the close of the week, included \$67,644,510, of coin, against \$68,193,156 the preceding Saturday, and \$9,756,346 of currency, against \$12,155,274 at the close of the preceding week. The business of the Office on the first two days of the current week, was as follows: weekly exhibit, the city banks, showed a falling off On Monday, receipts, \$849,382 in coin, (includof over 31/2 millions in their deposits, nearly 11/8 ing \$530,084 from customs,) and \$319,523 in curmillions in their specie reserve, and about 13% mil- rency; payment \$655,569 of coin (including \$16,525 of coin interest), and \$523,618, of curported a reduction of over 13/4 millions in loan and rency. On Tuesday, receipts, \$907,867 in coin discount item; and a small addition to their cir- (including \$884,000 from customs), and \$3,251,238 culation. Their legal tender average is now un- in currency; payments, \$255,866 in coin (includder 49 millions, as against 61% millions on the ing \$172,225 of coin interest) and \$202,588 of currency. The balance at the close of business on Tuesday included \$12,422,881 of currency, and \$68,490,825 of coin, against a balance a week previous of \$12,515,828 currency, and \$69,167,468 coin.

The aggregate receipts of the U. S. Sub-Treasury in August were \$53,001,692, including \$15,645,267 from customs; aggregate payments, \$55,169,424, including \$2,221,753 of coin interest, and \$129.218.

The U. S. Sub-Treasurer issued in August \$872.500 of coin certificates.

The U. S. Sub-Treasurer retired, last week, \$3,-140,924 of coin certificates, received for the last week, \$3,-

Government revenues have yielded in tely since our last. The excises, during the week yielded \$2,738,341; customs at the port of New York, \$3,377,925, and at the outports about a \$1,120,000 (in coin) more, making the grand total income for the week equal to about \$7,910,954 in currency. The income of the Government, from excises, since July 1, 1870, has been \$37,024,330.

Gold has shown less animation and buoyancy, the range of the week having been from 116@118: and the closing quotation on Wednesday 117, as against 1171/2 the preceding Wednesday. The speculative demand has been less confident, though rumors have been prevalent of a combination having been formed to manipulate the market, and work up the price, in the interest of a special clique of operators. Government has announced that it will sell four millions of Gold in September; but it is generally believed that the Government sales would be promptly increased in the event of any positive demonstration on the part of speculators to run up the price and disturb legitimate business, by any such engineering as led to the memorable explosion in September of last year. The export drain of Gold last week was only about 11/2 millions, against about 21/4 millions the preceding week, about three millions the week ending with August 20th, 37% millions the week ending with Aug. 13th, and nearly 7 millions the week ending with Aug. 6th. On Wednesday Government marketed a million of Gold at from 116 21 to 116 33. The aggregate of the bids was \$4,330,000. The shipments thus far this year have been about 445% millions, against 2434 millions same time in 1869; 63% millions same time in 1868; 39% millions same time in 1867; 52% millions same time in 1866; and nearly 20 millions same time in 1865. On Wednesday of the current week, the specie exports amounted to only \$359,-500. The exchanges at the Gold Exchange Bank, which were 1051/2 millions on Thursday of last week, fell to 293/8 millions on Monday of this week, and 281/4 millions on Tuesday. On Wednesday they were only 263/4 millions.

The coin balance of the U.S. Sub-Treasury on Thursday morning was \$69,352,082.

The customs demand for Gold last week, averaged \$585,500 a day; thus far, this week, it has averaged \$707;042 a day, or equal to a weekly aggregate of \$4,244,252. The arrivals of specie from Europe, Havana and other foreign ports during the week were only \$252; and since Jan. 1, 1870, \$7,522,782, against \$9,835,856 same time in 1869. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$90,313,690 against \$88,911,718, same time in 1869.

The customs revenue of the port on Wednesday was \$935,458; and the coin interest disbursements were \$33,156.

The customs revenue at the port of San Francisco, from Jan. 1 to August 20th, was \$5,130,827, against \$5,075,927 same time last year.

The exports of specie, from this port, last week, were \$1,197,162 against \$168,500 same week last year; and since Jan. 1870, \$44,187,607, against \$24,713,945 same time in 1869. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$266,902; and since Jan. 1, 1870, \$62,459,368 against \$64,624,015 same time in 1869.

The specie exports by steamer and railway from San Francisco, from Jan. 1, 1870 to Aug. 20th, were \$22,693,533, against \$25,409,552 same time last year.

Under its official programme for September, Government will sell four millions of Gold during the month as follows: Wednesday, September 7, \$1,000,000; Wednesday, September 21, \$1,000,000; Wednesday, September 21, \$1,000,000; Wednesday, September 28, \$1,000,000. And purchase seven millions of Five-Twenties, as follows: Thursday, September 1, \$1,000,000; Thursday, September 8, \$2,000,000; Thursday, September 22, \$2,000,000; Thursday, September 29, \$1,000,000.

Foreign Exchange has been quiet since our last, but as the offerings of prime bills have not been large, rates have been well supported, Bankers' sixty day bills on London closed on Wednesday at 109½@109½; sight bills on London 110¾@110½. The offerings of produce bills have been comparatively light. The week's exports of domestic produce have been to the currency value of \$2,648,703, and since January 1, 1870, \$119,780,983, against \$126,602,796 same time in 1869.

Government securities have been in moderate supply and demand all through the week. Prices have shown but little change, in any instance. On Tuesday morning, the Government financial programme relative to Gold sales and bond purchases, for the month of September, was made public by the city newspapers. The bond purchases for the month were limited to seven millions. The later dealings on Wednesday showed a firmer and buoyant market.

U. S. sixes of 1881 closed here on Wednesday of the current week at 114½@114½; U. S. Fivetwenties of 1862, 112½@112½; U. S. Fivetwenties of 1864 at 111½@111½; U. S. Fivetwenties of 1865 at 111½@111½; U.S. Fivetwenties of 1865 consolidated, 110@110½; U. S. Fivetwenties of 1867, 110½@110½; U. S. Fivetwenties of 1868, 110½@110½; U. S. Fivetwenties of 1868, 110½@110½; U. S. Ten-forties at 109@109½; U. S. Six per cent. currency bonds, 111½@111½.

State bonds have been less active, and less buoyant in price.

Railway and miscellaneous share property has been unusually dull through the week, and there have been few important fluctuations in values. The later dealings showed some increase in the volume of dealings, and rather more steadiness in values.

Railway bonds have been in moderate investment demand, including Central Pacific Sixes, which closed on Wednesday firmly at 88@88½; which figures cover the accrued interest since

July 1, equally to fully one per cent. in gold, making the net price of the bonds only about 87. The Union Pacific Sixes closed on Wednesday at 81½@81½. The registered First Mortgage bonds of the Chesapeake and Ohio Railroad have been purchased moderately for investment purposes at 90 per cent. and accrued interest.

The latest quotations at the London Stock Exchange compare as follows with former returns:

Aug. 17.	Aug. 24.	Aug. 31.
Consols 911/4	911/6	921/8
U.S. 5-20's of 1862 871/4	88	881%
U. S. 5-20s, 1865 8634	871/6	8716
1867 853/	861%	863/4
" 10-40s 83	83	83
Erie 173/4	171/4	171/2
Ill. Central	1111%	1111%
At. and Gt. West 221/2	23	22

At Frankfort on Wednesday, U. S. Five Twenties were quoted at 911/8@911/4.

General business has shown but little spirit in the line of domestic produce, though Breadstuffs, Cotton, Petroleum, Rice, Tobacco and Nava-Stores have been in somewhat better request Provisions have been in very light demand. Middling upland cotton closed on Wednesday at 19% cts. per lb. The stock of cotton now here is given at about 24,500 bales. The receipts at the port this week, have averaged about 2 300 bales a day. The receipts at all the ports, since Sept. 1, 1869, have been 2,847,708 bales, against 2,043,686 bales same time in 1868-'9; exports same time 2,197,100 bales, against 1,441,-050 bales same time in 1868-'9; stock on hand at latest dates, 75,950, bales, against 10,900 bales same date 1869. The exports of domestic cotton goods from this port, since Jan. 1, 1870 have been 12,004 pkgs., against 16,276 pkgs., same time in 1869. From Boston, 4,708 pkgs. in 1870, against 6,034 pkgs. same time in 1869.

At the Live Stock markets, this week, Beeves have been in fair demand at from 8@17c. per lb.; week's receipts, 5,977. Milch cows continue very quiet at \$40@\$100 each, receipts, 102. Veal calves continue in fair request at from 7@12c. per lb.; receipts, 2,569. Sheep have been less sought after at from 3@6½c.; lambs at 6½@10c. per lb.; receipts, 19,871. Hogs have been in light request at 9¾@10½c. per lb., all live weight; receipts, 13,871.

There has been a fair movement in foreign goods at uniform prices, in most instances. The dry goods entries at this port, last week, were \$3,595,295, making with the general merchandise imports, a total of \$8,010,501.

At the auction sale of Scranton Coal on Wednesday, 80,000 tons were disposed of at a shade lower prices, ranging from \$4.10@\$5.50 per ton of 2,240 lbs., delivered at Elizabethport, N. J.

The ocean freight market has been moderately active, but irregular as to rates. For Liverpool we quote flour at 1s. 6d. by sail, and 1s. 6d. 2s. 7½d. by steamer per bbl.; grain at 4½@5d. by sail, and 6½d. by steamer per bushel; cotton at $\frac{3}{16}$ d. by sail and ½d. by steamer per lb.; and heavy goods 15s.@30s. by sail, and 17s. 6d.@45s. by steamer, per ton. Total number of vessels in port on Wednesday, 519.

The following will show the exports (exclusive of specie) from New York to foreign ports for the week ending August 30th, and since the beginning of the year: \$2,648,708 117,132,280

Since Jan. 1.....\$126,602,796 \$119,780,983 The imports for the week ending Aug. 27, and

since the beginning of the year, have been as follows:

1870. 1869. Dry goods \$3,571,887 \$3,595,295 Gen. merchandise 3,504,941 4,415,206 Total for the week..... \$7,076,828 Previously reported....200,210,154 \$8,010,501 190.003.744

Since January 1..... \$207,286,982 \$198,014,245 The following quotations of sales of Railway and other securities are n addition to those given

elsewhere in our columns :-

New York .- Georgia 6s, 91; N. Y. State Bounty Loan, coupon, 1071/2; North Carolina 6s, special tax, 235/8; South Carolina 6s, new, Jan. and July, 73; California 7s, 113; Louisiana 6s, Levee bonds, 733/4; Alabama 8s, 100; Great Western (Ills.) 1st mort., 1888, 871/2; St. Louis and Iron Mt., 1st mort;, 86; Pacific R. R. 7s, guar. by Mo., 961/4; South Side R. R. 1st mort., 881/4; Cleveland, Col., Cin. and Ind. 1st mort., 951/4; Toledo, Peoria and Warsaw 1st mort., W. D., 80; Jefferson R. R. 1st mort., 91; Toledo, Wabash and Western consol. bonds, 803/4; Galena and Chicago 2d mort., 92; New Jersey R. R., 115; New York and New Haven R. R., 150; Western Union Telegraph, 333/4; Adams Exp. Co., 651/4; Am. Mer. Union Exp., 411/4; U. S. Exp., 413/4; Wells-Fargo Exp., 13;

Jersey City W. L., 92; Central gold, 0.21; Grass

Valley gold, 0.30; La Crosse gold, 0.10. Philadelphia.-Allegheny County 6s, 751/4; Pennsylvania and New York Canal 7s, 92; West Jersey 6s, 901/4; Sunbury and Erie 7s, 103; Wilmington and Reading 7s, 94; Pennsylvania R. R. Gen. mort., reg., 983/4; do. coup., 95; Phila. and Reading 6s, 1880, 95; Oil Creek and Allegheny River R. R., 441/2. The latest quotations are: City 6s, 1011/2@102; do. free of tax, 1015/4@ 1013/4; State 5s, coupon, 102@-; do., W. L., 103@103; do., 1st series, 1041/4@1043/4; do., 2d series, 107@108; do., 3d series, 111@ 1111/2; Reading, 48 2481/8; do., 7s, 1893, 1041/2 @105; do., mort. 6s, 1880, 941/2@941/2; Camden and Amboy, 1141/20115; do., mort. 6s, 1889, 941/6 @95; do., 1883, 92@931/2; do., 1889, 913/4@921/4; Penn. R.R., 585/8@583/4; do. 1st mort., 1021/2@103; do., 2d mort., 103@103; Little Schuylkill R.R., 403/@411/4; Morris Canal, 25@30; do., pref., 66 @70; do., 6s, 82@84; do., scrip 7s, 65@-; Susquehanna Canal, 5@10; do., 6s, 443/4@451/2; Schuylkill Nav., 8@81/2; do., pref., 161/2@171/2; do. 6s, 1882, 71@73; Elmira and Williamsport pref., 40@44; do., 7s, 1873, 911/2@921/2; do., 5s, do., 6s, 1884, 83 1/2 @84; do., R. R. Loan, 89 @89 1/2; 57; Maryland Defense Loan, 1883, 103 @do., Gold Loan, 881/8@883/8; North Pennsylvania, 41@41; do., 6s, 96@961/2; do., 7s, 94@95; do., Chattle 10s, 1121/2@114; Philadelphia and Erie, 263/4@27; do., 6s, 93@94; Minehill, 50@501/2; Catawissa, 10@15; do. pref., 37@371/4; Lehigh Valley, 581/6@581/4; do. 6s, 961/6@-; do., 6s, reg., 98@99%; Fifth and Sixth streets, (horse,) 35@40; Second and Third, 46%@—; Thirteenth and Fifteenth, 20%@20¾; Spruce and Pine, 23@ 24; Green and Coates, 38@40; Chestnut and Walnut, 43@45; Hestonville, 133/@14; Union, 43@

Boston,-Michigan Central Ai-Line R. R. 8s. 1890, 107; Kalamazoo, Allegan and Grand Rapids R. R. 8s, 951/2; Vermont Central and Vermont and Canada 8s, 1875, 103; Eastern R. R. 6s, 1885 933/4; Stanstead, Shefford and Chambly 7s, 83; Cedar Rapids and Missouri 7s, 1891, 897/2; do., 1916, 893/4; Vermont Central 1st mort., 841/2 do., 2d mort., 391/2; Old Colony and Newport 7s 102; Western R. R. 6s, 1875, 100; Phila., Wiland Balt. R. R. 6s, 1887, 9434; Missouri River, Fort Scott and Gulf 10s, 100; Maryland and Delaware 8s, 1885, 753/4; Burlington and Missouri River R. R. 7s, land grant, 881/4; Cincinnati, Sandusky and Cleveland R.R., 22; do., 7s, 1890, 791/2; Rutland R.R., 30; do., pref., 76; Taunton Branch, 101%; Connecticut and Passumpsic Rivers R. R. pref., 86; Norwich and Worcester R. R., 105; Summit Branch, 37; Pullman Palace Car Co., 1073/4; Boston Water Power Co., 15; Cary Imp., Co., 77/8; Maine 6s, 1889, 98; Massachusetts 6s, 1872, gold, 1113/4; do., 6s, 1878, gold, 1103/4; do., 6s, 1876, gold, 1101/4; do., 5s, 1888, gold, 99; do., 5s, 1880@1882, gold, 98; Cook Co., Ills., 7s, 1885, 97½; St. Louis City 6s, 1888, 87½; Cincinnati 7-30s, 1888, 1031/4; do., 6s, 1882, 921/4; Bath 6s, 1893, 91; Lynn 5s, 1882, 87; Boston 6s, 1880, currency, 100; do., 1874, currency, 991/2; Portland 6s, 1887, 91; Chicago 7s, 981/4; Mesnard Mining Co., 371/2c.

Baltimore.-Virginia 6s, old, reg., 53; do., coupon, 651/4; do., new, 651/4; Memphis City 6s, ex two coupons, 51; Northern Central R.R. 6s, 1900, gold, 941/4; Grange, Alexandria and Manassas bonds, 771/2; Western Maryland R. R. bonds, endorsed by Washington Co., 82. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 907/8@911/4; Baltimore and Ohio, 131@133; do., 6s, 1875 93@951/2; do., 1880, 93@933/4; do., 1885, 94@95; Northern Central, 433/4@44; do., 6s, 1885 92@93; do. 1900, 90@901/2; do. 6s, 1900, gold, 94@95; Parkersburg Branch, 4@-; N. W. Va. 1st mort., 93@-; do. 2d mort., 93@95; do., 3d mort.1885, 907/8@911/6; Marietta and Cincinneti 7s, 1892, 90@92; do., 2d mort., 73@75; Central Ohio, 24@26; do., 1st mort., 85@85; Western Md. 6s, 1890, 75@77; do., guar., by Baltimore City, 90@-; do., 2d mort., guar., 88@-; do., 6s, pref., 63@65; do., 6s, guar., by Washington Co., 80@82; Richmond and Danville bonds, 77@ 781/2; Orange and Alexandria 1st mort., 6s, 82@ 82; do., 2d mort., 6s, 75@78; do, 3d mort., 8s, 851/@-; do., 4th mort., 8s, 771/2@78%; Orange Alexandria and Manassas 7s, 77@781/2; Virginia and Tennessee 8s, 781/084; do., 6s, 1st mort., 81 @83; do., 6s, 2d mort., 731/2@74; Baltimore 6s, 1875, 95@951/4; do., 1884, 935/6@94; do., 1886, 941/4 @-; do., 1890, 95@95; do., 1893, 93@941/4; do., 60@61; Lehigh Coal and Navigation, 333/@34; 5s, 1838-'70, 75@80; Memphis City 6s, 557/6@ City Passenger R. R. 20@22; George's Creek Coal, 60@63; Atlantic Coal, 1.50@2,00; Bare Hill, 0.00@0.25.

> The Shepherdstown (W. Va.) Register says that some of the contractors of the Shepherdstown division of the Shenandoah Valley Railroad are expected there next week to select sites for shanties, &c., and that a large number of hands will soon be set to work on that end of the

Milwaukee and Northern Railros

We learn that this Company are now shipping iron to complete the first section of their road to Cedarburg, about 20 miles from Milwaukee, and that it will be open for traffic in November next. Contracts are let to responsible persons to finish the road to Green Bay. This road passes through a district of country about 100 miles long by some 40 miles wide, bounded on one side by Lake Michigan, and on the other by Lakes Horicon and Winnebago and the Lower Fox River, and filled with the most dense and wealthy population of the State. This road shortens the distance by rail from Green Bay and Chicago about 60 miles. The lumber and grain traffic on this line when completed will be very great. This road is in responsible hands, and will be pushed forward to completion with great energy.

Boonton Iron Works.

Messrs. Fuller, Lord & Co., Proprietors of the above named old established Bolt and Nut Works, are prepared to supply all descriptions of Bolts and Nuts to Railroad Companies, Locomotive and Car Builders, &c. The special attention of Bridge Builders is directed to the superior facilities of this firm for manufacturing all descriptions and sizes of Bolts and Nuts used in the construction of Bridges.

The coupons due October 1st on ARKAN-SAS STATE BONDS issued to Railroad Companies, will be paid on and after that date on presentation at the Banking House of FARNHAM, GILBERT & CO., No. 8 Wall street.

D. B. SICKLES, Financial Agent, State of Arkansas.

A certificate of incorporation of the Pittsburgh, Canton, and Chicago Railroad Company was filed at the Ohio Secretary of State's office, on the 13th ult. The corporation propose to build a track from New London, Huron county, to some point not yet named in Williams county, being an extension of the Pittsburgh, Canton and Chicago Railroad, as above. The capital stock is \$500,000. divided into shares of \$100 each.

The citizens of Taupton, Mass., are very sanguine of the success of the new railroad projected from that place to Middleboro'. The Old Colony Railroad Company are ready to subscribe to the stock to the amount of \$350,000; and Hon. Oliver Ames, of North Easton, who has subscribed \$20,000, expresses a willingness to be one of seven to build the entire road.

The Central Pacific, California and Oregon. Oakland and Alameda, and Joaquin Valley Railroad Companies have consolidated under the name of the Central Pacific Railroad Company.

The Savannah, Griffin and North Alabama Railroad is finished to within six miles of Newnan, and is open for passenger traffic to that place by coaches connecting.

The directors of the Montpelier and Wells River Railroad are: J. N. Hall, Roderick Richardson, E. G. Trench, George B. Fessenden, Jacob Smith, C. H. Heath, J. W. Brown and Joel Foster.

The stockholders of the West Wisconsin Railway hold their annual meeting in the City of Hudson, on the 7th of September.

RAILROAD COMPANIES-OMISSION TO SOUND SIGNA AT CROSSING-ORDINARY PRUDENCE.

The case of Baxter ev. The Troy and Boston Railroad Company (41 N. Y., 502), was an action to recover damages for an injury sustained at a highway crossing, in the northern part of the village of Lansingburgh. Plaintiff charged negligence upon the defendant. It was denied, defendant alleging that plaintiff's negligence contributed to the injury. The crossing was midway of a hill; the highway leading east and west. Plaintiff lived about twenty rods west of the crossing; he was driving east, up the ascent, on a walk, with a double team, about one o'clock P. M.; he heard neither whistle nor bell, nor the noise of the train.

The train causing the injury was the regular one o'clock up train, with the passage of which plaintiff had been familiar for years. He testified that he did not see the train; that he did not look for it; that he did not hear it, although its tread could be heard from the place where he lived.

There was much contradictory evidence upon the question whether the bell was rung, or the whistle sounded; and also, upon the question whether the plaintiff struck his horses in an effort to pass the crossing in front of the train.

The jury rendered a verdict for the plaintiff. The following is the able opinion of the Court delivered by

GROVER, J .- The only ground upon which the defendant's motion for nonsuit was based, was that the evidence showed that the negligence of the plaintiff contributed to the injury received by him. The law required the plaintiff to show, that in crossing the defendant's road, he exercised proper vigilance and care in protecting himself from injury from the locomotives and trains operated by defendant, irrespective of the question whether defendant was or was not negligent. The care to be exercised by the plaintiff required him to make a vigilant use of his eyes and ears, in ascertaining whether trains were approaching, and if from either source or otherwise, he learned that such was the fact, to use caution in avoiding the danger. (Wilcox vs. The Rome and Watertown R. R. Co., 39 N. Y., 358.) In this case and others, the cases have been so extensively review ed by this Court, that a future examination would be superfluous. It follows, that the question presented upon the motion for nonsuit in this case were: 1st. Whether the plaintiff was aware, from any source, of the situation and presence of the approaching train in time to avoid the danger, He testifies that he was not, and there was no such preponderance of evidence in conflict with his testimony on this point as to justify the Court in taking the question from the jury. 2d. Whether the exercise of proper care on his part, including the vigilant use of his eyes and ears in ascertaining whether trains were approaching would have made him aware of the danger in time to avoid it. If so, it is clear that the omission of this care by the plaintiff contributed to the injury, and that the plaintiff could not recover therefor. This requires an examination of the testimony. The plaintiff testified that he did not hear the train, or see it, until about the instant it struck his wagon. The crossing was where the defendant's track ran

through a deep cut on a curve, as I understand quested the Court to charge the jury, that if the the testimony. There was some proof tending to show that the wind blew from a direction opposite to that from which the train approached. From this evidence I think it cannot be successfully claimed that it conclusively appeared that the plaintiff would have heard the train, had he listened, although it is highly probable that he would. It was not, therefore, improper to submit this question to the jury. It is sometimes said that the most cautious and thoughtful are sometimes absorbed by their business, their cares and their griefs, and thus they cannot exert their usual caution. If by this it is to be understood that they cross railroad tracks while so absorbed and consequently inattentive to their safety, it is only another mode of saying that persons, generally careful, are sometimes careless, generally vigilant, sometimes heedless; and it follows, upon principle, that if such persons receive an injury in consequence of their heedlessness, they can no more recover therefor, because on other occasions they had been vigilant, than if always heedless. The law requires care at all times when in a situation of danger; and mental absorption, or revery from business, grief, etc., will not excuse its omission. The inquiry is whether, from the evidence, it satisfactorily appears that the plaintiff, by looking, could have seen the train in time to have avoided the collision. If so the plaintiff should have been nonsuited. If not the case was a proper one for admission to the jury. The plaintiff testified that he was well acquainted with the crossing; that he did not look for the train; that he could not have seen it until upon the track if he had, on account of the hill, etc. If this was true, the plaintiff was excused from looking, as the law does not require one to look to see something, when it is impossible to see it. Nor does the care required in crossing a railroad track in a highway, with a team, render it necessary that the party desiring to cross, if unable to look along the track without leaving his team, to leave it and go upon the track for that purpose before driving thereon. This would be a degree of care not observed by the mass of prudent persons. Besides, in most cases such care would be useless; for the speed of the trains is often such, that although the crossing would be entirely safe while the person stood upon the track, yet before he could return to his team and drive upon the track, a train might be approaching in the immediate vicinity of its crossing. All that the law requires is a reasonable use of the senses; that is, one approaching the crossing must look along the track when his view is unobstructed, and thus ascertain whether there is danger in crossing to be apprehended from trains approaching from either direction. According to the testimony of the plaintiff, he could not have seen the train that struck the wagon which he was driving in time to have avoided it. If this be true, his omission to look as required, directly contributed to the injury received, and the plaintiff should have been nonsuited. My impression from the evidence is, that the plaintiff could, by looking, have seen the tuain and avoided the danger, and should therefore have been nonsuited; but as a new trial must be granted upon other grounds and the evidence may be different from the present, I shall not consider this point further. The defendant re-

plaintiff, in approaching near the crossing, could have seen or heard the approaching train by the exercise of ordinary prudence, and failed to, he is guilty of negligence contributing to the injury, and cannot recover. The Court refused, and exception was taken. The Court erred in refusing to charge the proposition generally, unless the refusal is understood to have been placed upon the ground that the proposition did not exclude the idea that the plaintiff could not have seen or heard the train in time to have avoided the danger. If the proposition is so understood, the refusal was not erroneous. But the Court clearly erred in refusing to charge the fourth proposition requested by defendant's counsel. The proposition was simply that the plaintiff was not relieved from ordinary prudence in approaching the crossing by the omission of the defendant to give the signals required by statute. The soundness of this proposition will appear from every well considered case involving the question, as well as from the elementary writers, and the reasons assigned for the rule fixing the right of recovery. So long as it shall be held that contributing negligence of the plaintiff will bar a recovery, it can never be held that the negligence of the defendant will exonerate the plaintiff from observing ordinary prudence, whether such negligence consists of duties enjoined by statute or the common law. It is insisted that the Court had in substance already charged the same proposition. The refusal was not placed on that ground, and the jury were left to infer that the refusal was because the Court held the law to be different. I have examined the entire charge and find nothing therein that will obviate this error.

The judgment must be reversed and a new trial

Judgment reversed.

Portland and Ogdensgburg Railroad.

There seems to be no doubt but that this road will be built through the Notch at no distant day. The Maine section is already well advanced toward completion and the Vermont section is under contract. The exact route through the Notch has not yet been determined upon. Three different surveys have been made, and one which follows the side of Mount Webster is said to bring the grade down to only sixty-five feet to the mile. By going in a more direct line and by a somewhat heavier grade a mile and a half in distance may be saved. The heaviest grade proposed is about one hundred feet. There was an informal meeting of the directors and engineers of the road at the Crawford House a few days since, to hear a report from Mr. B. H. Latrobe of Baltimore, the distinguished engineer of the Baltimore and Ohio Railroad. Among those present were General Samuel J. Anderson of Portland, President of the road; Hon. J. B. Brown, Horatio N. Jose and Samuel Spring of Portland, and Horace Fairbanks and F. Fairbanks of St. Johnsbury, Vt., Directors; John F. Anderson of Portland, Engineer-in-Chief; George T. Clark of Flint, Mich. (who accompanied Mr. Latrobe); Thomas E. Peverly of New York and Charles J. Nourse of Maine, engineers of the Maine end of the road, and John E. Early and A. C. Mitchell of St. Johnsbury, engineers of the Vermont end. Mr. Latrobe gave it as his opinion that a railroad through the Notch is entirely practicable,

Messrs. Jay Cooke & Co.

We learn that Messrs. JAY COOKE & Co. are about to establish an American banking-house in London, as an important and long contemplated auxiliary to their New York, Washington and Philadelphia establishments, in connection with Hon. HUGH McCulloch, late Secretary of the Treasury, as the resident partner. The eminent experience of Mr. McCulloch as a private banker, and as President of the State Bank of Indiana -as well as the First Controller of the Currency, in which capacity be organized our whole system of National banking-in addition to his faithful conduct of the Treasury through a four years term of unusual interest and critical importance to the public credit, both in respect to the collection and application of the revenues and to successfully funding more than a thousand millions of the temporary obligations of the department, renders his name alone a great acquisition to the house of Messrs. Cooke. His known prudence in and devotion to business, combined with personal worth, no less than his financial reputation and public services, will, we doubt not, commend him at once to the confidence and cordial respect of the banking interests abroad, among whom he proposes to make his future home.

Articles of association for the Chicago, Valparaiso and Southern Railroad Company, with a capital stock of \$400,000, divided into four thousand shares of \$100 each, have been filed in the office of the Secretary of State. The articles provide that the "road shall commence at or near La Crosse, in Laporte county, State of Indiana, and run thence by way of Valparaiso through Porter county to Lake Station, in Lake county, in said State, and shall be twenty-three miles long, or thereabouts."

The Montreal Gazette says that the plans and specifications for the extensive Public Works projected for Rond Eau Harbor are rapidly drawing towards completion; and tenders for the execution of the works will be advertised for in a very few days. This action on the part of the Dominion Government will be duly appreciated by the people of the West, who have for so many years urged the necessity of a harbor of refuge for shipping on the north shore of Lake Erie,

Grading on the Northern Pacific Railroad is progressing very rapidly-upwards of thirty miles of the road bed being ready for the ties. Track-laying has also commenced, and will be pushed forward as fast as the iron is received. Governor Smith, of Vermont, the President of the road, and party, were present to witness the laying of the first rail. There are three thousand men at work on the grade.

The iron for the Toronto, Grey and Bruce railroad to Arthur has been purchased, and Mr. Shanly will commence laying it down on the 1st of September. In two months or so the cars will be running to Orangeville. The road is to be extended to Mt. Morris, and eventually to Owen

The period for the reception of tenders at noon, to Monday, the 12th of September, inclusive.

Railroads of Arkansas

D. B. Sickles, Financial Agent, in this city, of the State of Arkansas, gives some very encourageing statements in regard to the progress of the work on the various railroads now in course of construction in that State. He informs us that the Memphis and Little Rock Railroad has recently been opened to Brinkley, and that passengers from Memphis can now reach Little Rock in about twelve hours. The completion of the road before the 1st of January is positively assured. The Little Rock and Fort Smith road is finished as far as Gold Creek, a distance of eighty miles from Little Rock, and the rails will be down to Lewisburg in about two weeks. On the Little Rock, Pine Bluff and New Orleans railroad, thirtyfive miles have been graded and made ready for ties; iron rails, with fastenings, sufficient to complete ten miles of track are now at Chicora, the terminus of the road; and it is the intention of the company to have trains running through to Pine Bluff by the 1st of January. The Mississippi, Quachita and Red River road has over 500 laborers employed, and about twenty miles of road bed have been prepared for the rails, which are now on the ground. It is asserted that in less than twelve months Arkansas will have over 600 miles of railroad in operation through the richest sections of the State.

The Fayetteville (Ark.) Democrat says: The engineers of the Little Rock and Fort Smith Railroad are now on this side of Mulberry, and will finish the location of the road to this place in two or three weeks from this time; when they will immediately commence the preliminary survey of the Arkansas Western Railroad from Van Buren to the Missouri State line."

Articles of association of the Chicago. Valparaiso and Southern railroad company were filed at Indianapolis on the 17th ulta The capital of the company is four hundred thousand dollars, of four thousand shares at one hundred dollars each. The road is to commence at La Crosse Laporte county, and run by way of Valparaiso, through Porter county to Lake Station, in Lake county, a distance of about 23 miles.

The Delaware County and Minnesota raiload company was organized at Sand Spring, Delaware County, Iowa, on the Dubuque Southwestern railroad, on the 12th ult., with a capital stock of three millions of dollars. Its object is to build a railroad from some point in Delaware County, northwesterly to the Minnesota State

The Wheeling Register says work on the Baltimore and Ohio bridge at Bellaire is being pushed forward with rapidity. The Keystone Bridge Company, of Pittsburg, have got the timbers ready for the entire bridge, and are already putting the iron superstructure on some of the piers. It looks as if the bridge would be ready for the passage of the trains by Christmas.

The first anniversary of the Windsor and Annapolis Railway was appropriately celebrated at Waterville on Thursday, the 10th of August, for the construction of the North Shore Railway, employees and guests to the number of upwards has been extended from Thursday, September 1, of four hundred participating in the demonstration. Vernon Smith, Esq., is manager of the

Boston, Concord and Montreal Railro

The extension of the Boston, Concord and Montreal Railroad to Whitefield, has brought the White Mountain Notch and the Crawford House into closer rail connection with Boston. The distance from Whitefield to the Crawford House is only seventeen miles-a pleasant stage ride. Whitefield is ten miles from Littleton. By October the road will be in running order to Lancaster, nine miles above. The track is already laid for half that distance. From Lancaster to Northumberland, where a connection will be made with the Grand Trunk Railroad, the distance is only nine miles. This will open a new and speedy route between Montreal and Boston, and also greatly facilitate travel from both those points to the mountain. It is also contemplated to bring the Mount Washington Railway and the Notch into closer connection with its road by means of a branch from the Wing road, a point about midway between Littleton and Whitefield.

Exhibition of the American Institute.

The preparations of the American Institute Building are rapidly approaching an end. Already have goods been forwarded to the building, and 500 applications for spaces been received. The Fair, which will be formally opened on the 7th of September, is expected by the management to exceed any of those held heretofore. The addition that has been built extending to Second-ave., will be devoted to machinery. Adjoining the extension a small engine-house has been building, and the coal for feeding the engine has been stored. The engine-house itself will be of brick, and will be a small but distinct building in itself. From the Third ave, entrance to the beginning of the extension, rows of tables have been placed, and the floor, wherever in bad condition, has been repaired.

The Northern Pacific Railroad Co. commenced laying rails on the line of their road, twenty miles west of Duluth, on the 14th ult. This company have contracted to receive 25,000 tons of rails at Duluth before the close of navigation this season. About 1,000 tons had arrived up to the 15th ult.

The following gentlemen have been elected directors of the George's Valley Railroad Company: Robert Patterson, Ward Mason, William H. Hunt, Thomas Storer, R. F. Alexander, William S. Mason, A. H. Wentworth, Nahum Thurston. George Y. Creighton, Hiram Bliss, Jr., and Isaac

The stockholders of the Memphis and Charleston Railroad have voted in favor of issuing a million dollars of third mortgage bonds to liquidate their indebtedness to the State of Ten-

Ossipee, N. H., has voted five per cent. of its valuation to aid in the extension of the Great Falls and Conway Railroad to West Ossipee.

Over 300 men are at work upon the Belfast and Moosehead Lake Railroad, and its completion by the first of October is certain.

Work has begun on the Somerset Railroad at Anson, Maine.

Contractors have begun at St. Albans to lay the track of the Missisquoi Railroad,

WOOD!

The Hartford and New Haven Rathroad Company has called a meeting of its stockholders on the 7th of September " for the purpose of approving a contract for a perpetual union of property interest" with the New York and New Haven Railroad Company. The last session of the Legislature emphatically rejected a bill under which practically all the railroads in the State, connecting or parallel, might have consolidated on their own terms. The proposed union is to be made under an act of 1869, which allows any railroad company in the State to make any contract with other railroads not forbidden by law.

The following persons were recently elected as directors of the Blackwater River (N. H.) Railroad Company: C. C. Coffin, Boston; A. M. Shaw, Lebanon; J. Y. Mugridge, Concord; Joseph Barnard, Hopkinton; Cyrus Gookin, Salisbury; J. C. Pearson and B. F. Sawyer, Webster. This board has been organized by the choice of C. C. Coffin, President, Joseph Couch, clerk, and J. C. Pearson, building agent. The prospect of the construction of the road are thought to be excellent.

Litchfield (Conn.) has subscribed \$215,000 to the capital stock of the Shepaug Valley Railroad Company. This leaves only \$60,000 to be raised in Washington, Roxbury and Bridgewater, to make the total cash subscriptions \$400,000, the sum which must be secured before the construction of the road will be begun.

The Lancaster (Penn.) Examiner says that work on the Columbia and Port Deposit railroad is progressing. The track is laid to a point north of the mouth of the Octoraro creek, and Mr. Hutchinson, engineer, is now engaged with a corps of men in permanently locating the route from Peach Bottom to Columbia.

The track on the Fredericksburg and Charlottesville railroad has been laid about fifteen miles.

To Contractors.

NOTICE is hereby given that Tenders will be received until Monday, the twelfth day of September, at noon, for the construction of the Main Line of Railway of the "North Shore Railroad and St. Maurice Navigation and Land Com-pany." The Line will run between Quebec and Montreal, on the North Shore of the River St. Lawrence.

After the 10th of the present month the profile of the Railroad and the specifications and terms of contract may be examined at the office of the Company, Union Buildings, Place d'Armes, in the City of Quebec, between the hours of two and four o'clock in the afternoon.

By order of the Directors. JOS. CAUCHON, President of the Board of Directors. August, 5, 1870.

AGENCY OF THE 17 NASSAU STREET.

transacted.
JOHN PATON,
ARCH, MCKINLAY,
Agents:

CHESAPEARE AND OHIO RAILEOAD COMPANY, Richmond, Virginia.

Notice to Contractors.

DROPOSALS will be received until 12 o'clock noon on the 21st September, at Charleston, West Virginia, and until 12 o'clock noon on the 28th September, in Richmond, Virginia, for the construction of about TWO THOUSAND LINEAR FEET OF "HOWE TRUSS" BRIDGING, in spans varying from 50 to 150 feet, on the line of the sapeake and Ohio Railroad, between the Falls of Kanawha and the Ohio River. Bids will be received for all, or part of the above. Specifica-tions may be had on application to W. A. KUPER, Principal Assistant Engineer, Charleston, W. Va. Also at the same times and places for the GRA DUATION, &c., of a Section on New River, about thirty-five miles above its mouth, including a TUNNEL 1,800 feet in length.

The right to reject any or all proposals is re-

H. D. WHITCOMB, Chief Engineer.

GREAT NATIONAL INDUSTRIAL EXHIBI-TION.

THE THIRTY-NINTH ANNUAL FAIR
of the
AMERICAN INSTITUTE.

Articles for exhibition will be received at the spacious building on 3d-ave., between 63d and 64th sts., New York, from Monday, the 29th of August, until Tuesday, the 6th of September.

Applications for space previous to that time can be made at the office of the Institute, in the Cooper Building.

Safety Nitro-Glycerine.

TRANSPORTATION NOT NECESSARY.

The Patent Portable Apparatus for Manufacturing Nitro Glycerine at a comparatively small cost, at any place where its use is required, upon a short notice, thus obviating the necessity of transporting; that frightful source of so many

its use is required, upon a sacratic many necessity of transporting; that frightful source of so many accidents.

The possible danger attending its Manufacture. Contracts made for any kind of blasting, and competent and reliable men furnished to conduct the same; or the Nitro Glycerine all furnished at the time and place required.

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The Portable Nitro Glycerine Company 7 Broadway, (Basement) New York City.

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Cold Rolled Shafting THIS SHAFTING IS IN EVERY PAR-

ticular Superior to any turned shafting ever made. It is the most economical shafting to buy, being so very much stronger than turned shafting, less diameter answers every purpose, causing a great saving in couplings, pulleys, and hangers. It is perfectly round, and made to Whitworth's Gauge. All who give it a trial, continue to use it exclusively. We have it in large quantities. Call and examine it, or send for a price list. GEO. PLACE & CO., 126 and 128 Chambers St., New York.

JOHN J. ROBERTS,

Manufacturers' Agent for ENGLISH AND AMERICAN

IRON AND STEEL RAILS

Delivered in New York & other markets in the U. S. Railroad Supplies of all descriptions. STREET RAILS & CARS

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Old Rails, Metals, &c., Bought & Sold. 218 PEARL STREET, Opposite Platt St., NEW YORK CITY.

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p-Welded American Charcoal Iron Boiler Plues—from 1‡ to 10 inches outside diameter, cut to efinite lengths.

Wrought Iron Welded Tubes—from 1 inch to 8 inches inside diameter, with screw and socket connections, for Steam, Gas, Water or other purposes; also fittings of every kind to suit the same.

Wrought Iron Galvanized Tube—strong and durable, designed especially for water purposes.

Cast Iron Gas or Water Pipe-11 to 24 inches in diameter, and branches for same, etc.

Gas Works Castings, etc., etc., PHILADELPHIA.

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STEAM BOILERS,
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Particular attention to Jobbing.

STEEL STAMPS, NAME PUNCHES, Letters & Figures, Brands for Burning, &c., For Railroads, Machinists, Engineers, &c. Work Warranted A. 1.

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Orders by mail promptly answered.

RAILROAD PADLOCKS.

THE UNDERSIGNED CONTINUE TO MANU-facture the Patent Superior Composition Padlock for Railroads, Stores, &c. Circulars sent upon application, or sample lock sent to Railroad Companies when requested.

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UNITED STATES

Iron & Steel Bridge

Wrought Iron Plate Beams. FOR BUILDINGS.

WROUGHT IRON DOCK GATES And Lock Cates for Canals, No. 40 and 42 Broadway, NEW YORK.

L. KIRKUP, Chief Engineer. M. B. MASON, Secretary

DEPARTMENT OF DOEKS, 346 AND 348 BROADWAY, NEW YORE, July 16, 1870.

THE COMMISSIONERS OF THE DEPARTMENT Provisions of Sec. 33, of Chap. 383, laws of 1870, in public meetings, various plans for the establishment of permanent wharf accommodations for the commerce of New York, they now, in accordance with the further provision of said section, advertise for plans for the best method of improving the water front and harbor of the city of New York, by a new system of wharves, piers, docks, busins, and slips, which shall accommodate the present commerce of the city and harbor, and shall provide for the future expansion thereof, and for the facilitation of the transportation of freight along the water-front, so as to render the whole water-front of the city available to the commerce of the port.

port.
Said plans will be received until September 15, 1870.
Plans are solicited that shall contain provision for the special accommodation of steamers and vessels engaged in foreign trade, in domestic trade, in the coal trade, in the trade in lumber and building material, in the hay and grain trade, in furnishing market supplies; also, for the accommodation of steamboats plying to places on the Hudson River and Long Island Sound, for the canal boats arriving in this city, and for the railroads and other commercial interests

n this cry, and to the creats

Plans should be accompanied by all necessary documents, estimates, and particulars.

JOHN T. AGNEW,
WILSON G. HUNT,
HUGH SMITH,
WILLIAM WOOD,
RICHARD M. HENRY
Commissioners of the Department of Docks

THE NEW JERSEY STEEL AND IRON COMPANY, TRENTON, N. J.

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Acknowledged by all who have used it to be the best material now made for

Firebox Plates, Locomotive Crank Pins, Piston Rods, Axles

And all the finer machine purposes, such as

Rollers for Cotton Machinery, Lathe Screws, Sewing Machine Work, &c., &c.

The special features of this Steel are its Remarkable Toughness, its softness and entire freedom from hard spots, which obviate the necessity for annealing before turning.

The process by which this Steel is made differs entirely from any other in use, enabling it to be sold at lower prices than any other good steel, while it possesses properties hitherto unknown, and which are of the greatest importance for many uses.

TO CONTRACTORS.

THE AMERICAN AND MEXICAN RAIL-ROAD AND TELEGRAPH COMPANY, at No. 71 Broadway, Room 31, New York, having secured the approval of the Government of Mexico of their surveyed routes from Guaymas to Hermosilla and through the States of Sonora and Chihushua to the Rio Grande, are prepared to receive proposals for grading the road, furnishing and laying cross ties from Guaymas to Hermosilla, a distance of 80½ miles.

The proposals must be handed in on or before

the first day of November next, and be made for sec-tions and include excavations of rock and earth, and bridging, and be so made as to enable the Compapridging, and be so made as to enable the Company to ascertain the cost per section as laid down on the Company's map and profile, which are now in their office for inspection. The Company reserves the right to reject any bids which in their judgment they deem advisable.

Per order of the Board of Directors.

Office hours 10 A. M. to 3 P. M.

JOSEPH BRITTON. WM. H. DEGROOT, WM. B. MAXSON.

Executive Committee.

To Railroad Companies.

N ACTIVE, ENERGETIC BUSINESS MAN, A N ACTIVE, ENERGETIC BUSINESS MAN, with thirty years experience, and a good knowledge of General Merchandise—who has made the set of Buying an especial study—and who thorough'y understands the markets of New York City and New England—and is well acquainted in our Western Cities—desires a position as "Buyer of Supplies," for a Railroad or large Manufacturing Establishment. Abundant reference of the most unexceptionable character, as to qualifications, ability, integrity, &c., will be furnished.

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2,000 TONS 50 LBS. ERIE PATTERN, BEST Crawshays make. Now in yard and for sale

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New York.

THE UPRIGHT PATENT TRUNK



Does not have to be removed from the wall to open it. In-stead of trays to lift out, it is arranged with drawers made very light and strong. It is much stronger open only a small poronly a small por-

as only a small por-tion opens, whereas in the old style the whole top comes off. The same room in the bottom of the trunk for dresses and heavy clothing as in the old style.

THE UPRIGHT PATENT TRUNK CO., No. 6 Barclay Street,

next door to the Astor House,

Intercolonial Railway.

THE Commissioners appointed for the con-struction of the Intercolonial Railway give Public Notice that they are prepared to receive Tenders for the three remaining Sections of the Line, all in the Province of New Brunswick.

Section No. 21 will begin at the easterly end of Section No. 20, one and three-quarter miles east of the River Miramichi, and will extend to station No. 1640, three thousand feet westerly from the River Kouchibouguacis, a distance of about 25 miles.

Section No. 22 will extend from the easterly end of Section No. 21 to Station No. 1180, at the crossing of the River Buctouche, a distance of about 25 miles.

Section No. 23 will extend from the easterly end of Section No. 22 to the European and North American Railway, at Moncton Station, a distance of about 22 miles.

The Commissioners also give Public Notice that they are prepared to receive Tenders for reletting Section No. 10, the Contract for which has been annulled.

Section No. 10 is in the Province of New Brunswick and extends from the centre of the Chaplin Island Road, near the Court House at Newcastle, towards Bathurst, a distance of 20 miles in length.

Tenders for Section No. 10 will be made upon the basis of the quantities specified in the original Bill of Works for this Section; and in drawing the New Contract there will be deducted from the amount of the accepted Tender a percentage sum equivalent to the percentage of the whole work which the Chief Engineer shall report to have been executed by the first Contractors.

These Contracts to be completely finished by

the first day of July, 1872.

Plans and Profiles with Specifications and Terms of Contract will be exhibited at the Offices of the Commissioners in Ottawa, Toronto, Quebec, Rimoushi, Dalhousie, Newcastle, Halifax and St. John, on and after the 15th September next, and Sealed Tenders addressed to the Commissioners of the Intercolonial Railway, and marked "Tenders," will be received at their Office in Ottawa, up to six o'clock P. M. on Wednesday, the 5th day of October next.

Sureties for the completion of the Contract will be required to sign the Tender. The names in full, occupation and address of each surety should also be given.

> A. WALSH, ED. B. CHANDLER, C. J. BRYDGES, A. W. McLELAN, Commissioners,

INTERCOLONIAL RAILWAY, Commissioners' Office, Ottawa, 15th August, 1870.

RENSSELAER POLYTECHNIC Institute, Troy, N. Y.—Full Courses of Instruction in Civil, Mining, and Mechanical Engineering, Chemistry, and Natural Science. Appropriate degrees conferred. Re-opens Sept. 14. For the Annual Register, giving full information, address Prof. CHARLES DROWNE, Director.

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RAILWAY CAR SPRINGS



The Original Standard Volute Buffer Spring.

Patented.—All others are Infringements.



Small Rubber Centre Groupe Spiral



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Compound Spiral.





Soid India Rubber. Double Volute Buffer.



Incased Belleville Spring.

All Springs made by us are WARRANTED.

All Steel and Rubber for our Springs Manufactured by ourselves ex-pressly for the purpose.

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Axles, Fire Box and Boiler Plate,

REVERSIBLE FROGS, CROSSINGS, SPRING STEEL,

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PRATT'S PATENT COMPENSATING FISH-JOINT,



VERREE & MITCHELL. IRON AND STEEL MANUFACTURERS, No. 939 North Delaware Avenue, Philadelphia, Penn.

COMBINES MORE ADVANTAGES THAN ANY FISH-JOINT HERETOFORE INTRODUCED.

This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—a continuous vail, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the DATENIES COMPENSATION of the sudden is an and the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

That it can be applied in repairing and relaying with the least trouble and delay.

That the materials are indestructible, and make A PERFECT AND CONTINUOUS RAIL, thus securing what has long been desired, and what all previous experiments have failed to attain.

The Manufacturers can supply these Joints, complete in all their parts, ready to be fastened to the rails with dispatch. Refer to all the Leading Railroads in the Country.

Portable Railroad Company. CONTRACTORS.



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Through rates, New York to San Francisco: First Class. \$125 to \$170. \$60.

according to location of berth.

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These races include 5.5.

These races include 5.5.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

ON 5TH AND 21ST OF EACH MONTH,

except when those days fall on Sunday, then the day pre-

vious.

One hundred pounds baggage free to each acult. Medicine and attendance free.

Sept. 5, OCEAN QUEEN, CAPT MAURY, connecting with the CONSTITUTION, CAPT. CAVARLY.

Steamer JAPAN, will leave San Francisco Oct. 1, 1870, for China and Japan.

All freight for San Francisco will go as fast, and be received until 4 P. M. SATURDAY, Sept. 3. Freight for Central American and South Pacific ports will be received until 4 P. M. on FRIDAY, Sept. 2, only.

All the usual facilities afforded shippers in collecting inland charges, &c.

land charges, &c.

For freight or passage tickets and all further information apply at the Company's ticket office on the wharf, foot of Canal street.

F. R. BABY, Agent.

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Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

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IMPROVED WALTHAM WATCHES.

T THE BEST, AND BUY WHERE YOU CAN BUY THE CHEAPEST.

Engineers, Railroad Men, Master Mechanics and Machinists, if you wish to obtain a genuine Waltham Watch, with all the late improvements, and run no risk whatever of not obtaining a reliable timekeeper, send for Descriptive PRICE LIST, giving full particulars of Watches, style and quality of cases, or call and examine. In Coin Silver Cases, \$18. In 18k Gold Cases, \$80. Ladies' Size, \$70. Every Watch thoroughly examined and regulated, and if any one should prove imperfect, return it at once and we will correct or exchange it for one that is perfect, FRER OF CHARGE.

H. O. FORD & CO.

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Watches sent to any address, and by selecting from Price List you can get as good a Watch as if selecting in person.

Jonathan T. Hobby, MATHEMATICAL Instrument Maker, Street, Hempstead, Long Island N. Y.